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The Hongkong Telegraph

(ESTABLISHED 1861)



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REUTER'S TELEGRAMS.

POLES V. BOLSHEVISTS.

PREPARING FOR A BIG BATTLE.

London, July 7. Poles have begun counter attacks in Volhynia. Bolshevik attempts to force the Beresina and offensives south of Pollock and in Podolia have been defeated with severe losses. These local operations tend to develop into a great battle on the whole front. The Bolsheviks have concentrated the bulk of their forces between the Dvina and the Dnieper in the region of Smolinsk. A serious Bolshevik advance there might have grave consequences in separating Poland from the Baltic States, enabling direct communication between Germany and Soviet Russia.

GERMANY AND POLAND.

Spa, July 7.

A member of the Polish delegation has declared that Marshal Pilsudski possessed documents indisputably proving the intention of Germany to make war against Poland.

FEDERAL DEVOLUTION.

GATHERING OF BRITISH M.P.'S.

London, July 7.

A crowded meeting of English, Scottish and Welsh M.P.'s discussed Federal Devolution.

Mr. Walter Long, presiding, referred to the failure of the present House of Commons to keep abreast of the growing volume of work. He believed the system of Standing Committees was detrimental to the prestige of the House. Mr. Long also alluded to the problem presented by the present system under which people differed on domestic and social questions but agreed on larger Imperial issues. He suggested that legislation in both spheres would be facilitated if domestic questions were separated from Imperial issues. All the speakers urged that the Government should be pressed to take up the matter on the score of urgency.

TO-DAY'S CHINESE TELEGRAMS.

UNREST COMING TO A HEAD.

TROOPS REPORTED MARCHING ON PEKING.

Shanghai, July 9.

Hook, Tung-chung, Commander of the 1st Division of the Territorial Defence Army, has declared that his troops bound for Peking are only for the purpose of punishing Wu Pui-foo. If there be any disorder in Peking he will take responsibility.

Chang Jui-shan ordered the 7th and 8th Divisions to proceed to Peking from Tengtsin, before his departure from Peking at midnight on the 7th inst.

Chu Shu-tsung is planning that the six provinces Chikiang, Fookien, Anhui, Shensi, Kansu and Shensuen should declare independence.

Li Han-ki, Tsuchun of Fookien, has wired to the acting Premier that as the Central Government has misjudged affairs, he is afraid that he cannot obey orders in future.

In compliance with Tuan Chi-jui's request the president has at last issued an order to deprive Wu Pui-foo of the title of Lieut. General and to take from him all orders of merit.

A big meeting of all civil and military officials was held in the Palace yesterday, when it was decided to punish Tso Kwan (Tsuchun of Chihli) and Wu Pui-foo by military means. It is reported that Tso's and Wu's forces have already been mobilized and have now begun to march on Peking.

EARLIER TELEGRAMS.

U.S. PRESIDENTIAL CAMPAIGN.

San Francisco, July 6.

Governor Cox was nominated to the Presidency on the forty fourth ballot; after a struggle in which neither side showed superior strength until Mr. Palmer's withdrawal.

After this, Mr. Palmer's delegates, being free, started a landslide towards Governor Cox, which, after a couple of ballots, became decisive.

On General Cox's voting reaching 702, Mr. Mc Adoo's manager, realising that Cox had the necessary two-thirds majority, moved his nomination, which was unanimously carried. Immediately a great roar went up—the rolling chorus of "Ayes," the crashing of the bands, followed by a splendid demonstration of enthusiasm.

CHINA'S ASTRONOMICAL INSTRUMENTS.

London, July 6.

In the House of Commons, replying to Mr. Gresham Stewart, Mr. Cecil Harmsworth said that the restoration to China of the bronze astronomical instruments taken by the Germans after the Boxer rebellion had been provided for by the Versailles Treaty.

He had no information that the restoration had been carried out. It was difficult to see how the British Government could use its influence to ensure the due carrying out of this provision, as China had not signed the Treaty.

The Government was considering the possibility of influencing the removal of these instruments to some neutral country, where they would be safe till peace with China had been signed.

He believed that these instruments were of great beauty and historic interest, and should be restored to the Walls of Peking, but it was very difficult for the Government to interfere in the matter.

ALIENS ON BRITISH SHIPS.

THE PRESENT LAW.

The following sections of the Aliens Restriction (Amendment) Act, 1919, are published in the Hongkong Government Gazette for general information:—

5.—(1) No alien shall act as master, chief officer, or chief engineer of a British merchant ship registered in the United Kingdom, or as skipper or second of a fishing boat registered in the United Kingdom, except in the case of a ship or boat employed habitually in voyages between ports outside the United Kingdom:—

Provided that this prohibition shall not apply to any alien who has acted as a master, chief officer, or chief engineer of a British ship, or as skipper or second hand of a British fishing boat, at any time during the war, and is certified by the Admiralty to have performed good and faithful service in that capacity.

(2) No alien shall be employed in any capacity on board a British ship registered in the United Kingdom at a rate of pay less than the standard rate of pay for the time being current on British ships for his rating.

Provided that, where the Board of Trade are satisfied that aliens of any particular race (other than former enemy aliens) are habitually employed in any capacity, or in any climate, for which they are specially fitted, nothing in this section shall prejudice the right of aliens of such race to be employed upon British ships at rates of pay which are not below those for the time being fixed on standard rates for British subjects of that race.

(3) No alien shall be employed in any capacity on board a British ship registered in the United Kingdom unless he has produced to the officer before whom he is engaged satisfactory proof of his nationality.

(4) Any person who engages an alien for employment on a British ship in contravention of the provisions of this section shall be guilty of an offence under this Act.

12. No former enemy alien shall be employed or shall act as a master, officer, or member of the crew of a British ship registered in the United Kingdom.

HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hong Kong General Chamber of Commerce, states:—

Cotton Piece Goods And Fancy Cotton Goods.—The market is lifeless. The sales of 250 packages of Fancies and 50 packages of Piece Goods have been reported, at prices below the replacing cost. Manchester quotations show a downward tendency, but are still far above this market's rates. There are no immediate signs of a revival of business in the near future.

Cotton Yarn.—An appreciable improvement has taken place and a good volume of business was transacted at advances of \$5 to \$10 per bale. Quotations are:—No. 10s \$195/237. No. 12s \$205/240. No. 16s \$240/280. No. 20s \$260/300. Arrivals 4,500 bales. Sales 8,000 bales. Shipments nil. Unsold Stock 4,000 bales. Bargains 16,000 bales.

Raw Cotton.—Values are steady and following are approximate quotations:—Indian staple \$37/41 and Chinese grades \$41/47 per picul.

Woolens.—No business. Metals.—Market is dull and lifeless. Tinplates have slightly improved to over \$13.00.

Java Sugar.—Market stagnant to absence of any demand.

Philippines Sugar.—Market lifeless.

Flour Market Report.—Stock: About 300,000 sacks. Quotations:—American Patent, \$4.75 per sack; American Cut off, \$3.85 per sack; American Straight, \$3.75 per sack; Shanghai Flour 2nd, \$3.30 per sack; Australian No. 1, \$4.10 per sack; Australian No. 2, \$3.40 per sack.

SHIPPING NOTES.

(BY "NEPTUNE.")

The Canadian Pacific Ocean Services have at all times made every effort to make travelling on their boats a pleasure. It has now been decided by this Company to have a cinematograph on board their vessels. Moving pictures will, therefore, be an attraction on the Empress of Asia and the Empress of Russia, operating between Vancouver and Hongkong. Entertainments will be given each evening during the voyage across the Pacific.

Singapore is a go-ahead port, and the number of ships from all parts of the world in that port is increasing so rapidly that an officer of a British steamer has told me the harbour is taxed to the utmost, and sometimes vessels have to wait for days before they are able to discharge their cargoes.

The Pacific Mail Steamship Company, whose Manager here is Mr. J. Oram Sheppard, has had its most prosperous year last year. The Company's net income being \$2,376,761, as compared with the net income of \$1,388,249 in 1918.

The construction of more steamers for the navigation of the Upper Yangtze is under consideration by a number of local companies. It is reported that the Indo-China Navigation Company is in negotiation for a ship, and that the China Navigation Company, whose Managing Agents are Messrs. Butterfield and Swire, proposes to build a vessel for this trade.

It is rumoured that sometime will elapse before the Indo-China Navigation Company and China Navigation Company will be able to send a reply to the demands of the officers, captains and engineers on these vessels. It is quite on the cards that these Companies will grant no further increase, though it is quite possible that some concessions may be made. What these concessions will be I cannot say, but I feel certain that no increase in pay will be given. It is not true to say that Messrs. Jardine, Matheson and Company, the agents for the Indo-China Navigation Company, incorporated the war bonus that they had been paying their captains, officers and engineers, from the 1st of January this year. It speaks volumes for the Company that the war bonus was amalgamated into the salaries long before the award had expired, and this was done as far back as 1st January last year. The award granted the members of the Guilds an increase in pay of seven per cent. Jardine's not only paid this increase, but actually gave their men a war bonus of twenty per cent. and, what is more, of their own accord incorporated this in the salaries. Never had an employer such a strong case as the Indo-China Navigation Company. I only hope that the bulk of human appreciation is not lacking in the bosoms of the Company's servants, for with these facts the men cannot get any sympathy whatsoever from the public.

It may be allowed to record that from the conversation that I had with some of the men on the Indo-China Navigation's vessels, I find they are extremely satisfied with their lot, and appreciate what has been done for them by the Company. It may interest my readers to be told that the petition which was sent to the Indo-China Navigation Company and the China Navigation Company was the result of a majority of one (so I am told) at a meeting of the Guilds held in Shanghai. It was not a representative meeting of the members, and for all I know the majority may have been reached by the passing vote of the Secretary, if he has any voting powers vested in him. Neither the Guilds nor the members realise that the demands they have made are impracticable, and at the meeting that was recently called, the officers

of Messrs. Jardine, Matheson and Company, the men were quite impressed that the limit of the Company's power to augment the men's salaries has been reached. Only recently the two Companies agreed to grant free passage to the wives of their captains, officers and engineers, for every passage that the husbands are entitled to. I am sure that the good sense of the men on these vessels will prevail, and they will show their appreciation of all that has been done for them in the past.

The freight market continues very gloomy. I hear the a.s. Panay, a Philippine vessel, of the tonnage of 3,600, has been sold to Messrs. H.M.H. Nemazee and Co. for \$297,000. The a.s. Sunkat, a small boat, has been fixed during the week for the Saigon-Hongkong run at 14 cents a picul. For Swatow-Saigon-Hongkong I am told that the Drufar, a 2,400-ton boat, has been chartered for a sum of \$18,000. Her capacity is 35,000 piculs. The demand for coal tonnage, Japan to Hongkong, has in no way improved, the rate still being seven yen per ton. The O.S.K.'s Unnan Maru has been chartered for carrying coal between Hongay and Hongkong at \$2.75 per ton. Another local coaster of a similar tonnage, namely 2,000 tons, has been fixed at \$3 per ton. To load at Shek-Tui-Po, near Pakhoi, a Chinese steamer has accepted \$6.75 per ton for 600 tons of salt to Canton. The British steamer Haimun has also been secured for a part-cargo of salt from Sama Bay (Hainan Island) for Canton at \$4.50 per ton.

The demand for steamers from the North and South has slackened considerably, and in several instances owners have had to accept terms dictated to them by charterers in order to keep their steamers running. Although enquiries for outside steamers with Hongkong Government passenger licences on consecutive trips Hongkong-Saigon-Hongkong have come on the local market, charterers' prices have not induced the owners to accept them. The rate for Saigon to Hongkong is still nominal, which is about 14 cents. The Saigon crop is reported to be fairly heavy, and as a result of the drop in exchange, the cereal will probably arrive in the Philippine Islands in larger quantities. The authorities have raised the embargo on the export of rice which will greatly facilitate the distribution of rice throughout the Islands.

So the Jehangir has at last been auctioned. I hear that she has been bought in by the mortgagees. She was purchased by the late owners in 1915 for \$70,000 and during the Great War she was chartered by the French for £10,000 a month. Not long after, the British Government stepped in, cancelled the charter and requisitioned the vessel. The Jehangir was used as a transport to the Persian Gulf, and when she was returned some six months ago to her owners, she had to undergo extensive alterations at the Docks to make her suitable for passenger and cargo trade. The rate which the Government paid for the requisition was so small that it did not suffice to pay for the expenses. I am told that freight brokers are now busy trying to dispose of her.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, June 30. Political developments since the 15th of June have been of what sensational nature. In a word they represent the triumph of civil administration as advocated by General Chang Tso-lin and the discomfiture of the reactionary forces represented by the organization known as the Anfu Club. While it is true that General Chin Yun-peng will not resume the Premiership he will still be the moving spirit in the Cabinet by reason of his position as Minister of War. Chow Shu-min, it is practically decided, will become the new Premier and will form a Cabinet which shall be representative of the more enlightened sections of the nation and shall in no sense be a party one. This represents a big advance in the political development of China, and if it be carried out it can only be with the support of General Chang Tso-lin and with the co-operation of other parties. The conversion of Marshal Tuan Chih-jui is one of the principal factors in the change which has come over the political situation. He has apparently seen the danger of leading his name to Anfu activities and has gone so far as to agree to the four mixed brigades of the Frontier Defence Force under the command of General Hsu Shu-chen being transferred to the authority of the Ministry of War. This is a serious set-back to Little Hsu, who is even threatened with the loss of his position as Commissioner for the North West. Peace with the South is to be pursued through the provincial assemblies and not with the delegations at Shanghai.

Having worked out the programme as outlined above, Chang Tso-lin now wishes to return to Mukden, but the President desires him to remain in the capital until the political condition is stabilised—not at all an unreasonable request in the circumstances. Anything may occur to prevent the well-meant plans of the reformers being carried out. Little Hsu is still in Peking, not in Urga as generally reported, and all kinds of possibilities must be associated with his presence here.

Several new treaties are in the making. Czechoslovakia wishes to enter into Treaty relations with China, and of course China is quite willing to do so on the basis of reciprocity, which means that the principle of extra-territoriality will not be extended to Czechoslovakia. The latter does not quite like the idea, but having nothing but Hobson's choice the new republic will no doubt be the first of the European nations to enter China with non-treaty privileges in the old sense of the term but with treaty privileges in a new sense inasmuch as China will give facilities to these nationals in order to hasten the day when China may enjoy full sovereignty in her own territory. The Greek Minister to Tokyo is now in Peking with a view to negotiating a Sino-Grecian treaty. He also is confronted with the refusal of the Chinese Government to grant extra-territorial privileges. It is interesting to note in this connection that though China has not yet entered into treaty relations with Germany, the German consul and vice-consul in Peking and consuls for Shanghai and

POLICE MURDER.

AN ARREST MADE.

On the night of June 18th, the murder of a Chinese constable took place at Sheung Shui. The constable, named Yung Kai, was stabbed to death by a man who made good his escape at the time. This man has now been arrested by the Police and he will be brought before the Magistrate on Monday.

TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand, to-day was \$2.79 1/4.

DON'T FORGET.

TO-DAY.

Theatre Royal—California University College Glee Club—9.15 p.m.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—3.15, 7.15 and 9.15 p.m.

TOMORROW.

Coronet Theatre—3.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

China have already reached Japan, where they will probably remain until they can take up these appointments in China or until they can proceed to Teking to negotiate a treaty.

The British Minister, Sir Bailey Alston, leaving for home on short furlough, had a good send-off from Chienmen station. He was accompanied by Sir Somerville and Lady Head, Lady Alston and daughter will remain at Peking for the summer. Mr. R. H. Clive is now British Charge d'Affaires.

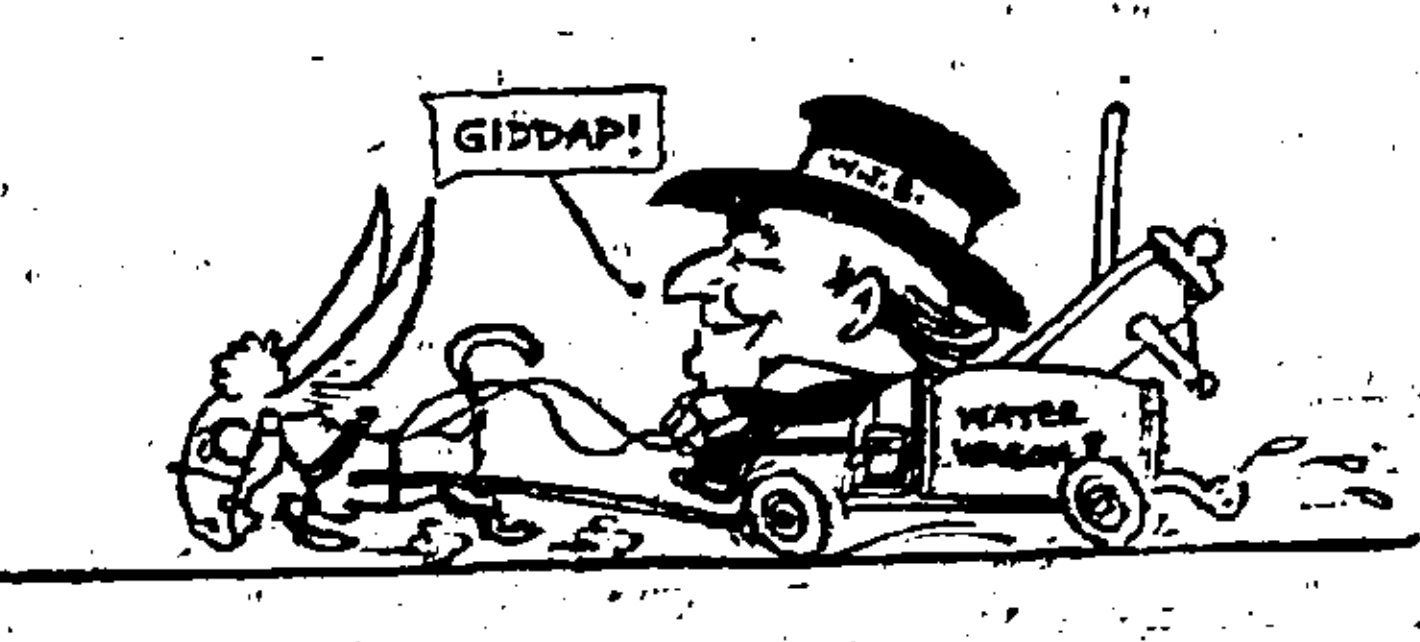
The Painleve Mission to China has had a full week since its arrival with all kinds of engagements and functions. Yesterday both Houses of Parliament held a reception in honour of M. Painleve. It is understood that the distinguished Frenchman will be the head of a commission which is being organised with a view to the standardisation of the Chinese Government railways. He is now the guest of the French Minister, M. Boppé.

It is stated that the Administrative Commission of the Diplomatic Quarter will be composed henceforth of three members of Legations and two other non-Legation members, such as a representative from the Maritime Customs.

Mr. A. E. Blanco, who is being transferred from Peking to an important post in the Chinese Maritime Customs service in Harbin, was on Monday night entertained to a farewell dinner by the Directors of the International Anti-Opium Association, of which body he has been a most energetic member. A final train Tientsin, Major Wearne, and the Rev. A. Sowerby testified to his earnestness and ability, his fertility of suggestion which had produced far-reaching results, and his independent attitude in dealing with all nations concerned in the traffic.

A tea party was given last night by the Social and Political Science Society of Peking to the British and American Ministers at the new library premises situated off Nan Chi Tzu. It was also by way of an inauguration of the new premises. There were no speeches but an interest was developed in the work of the Society by personal explanations of its objects.

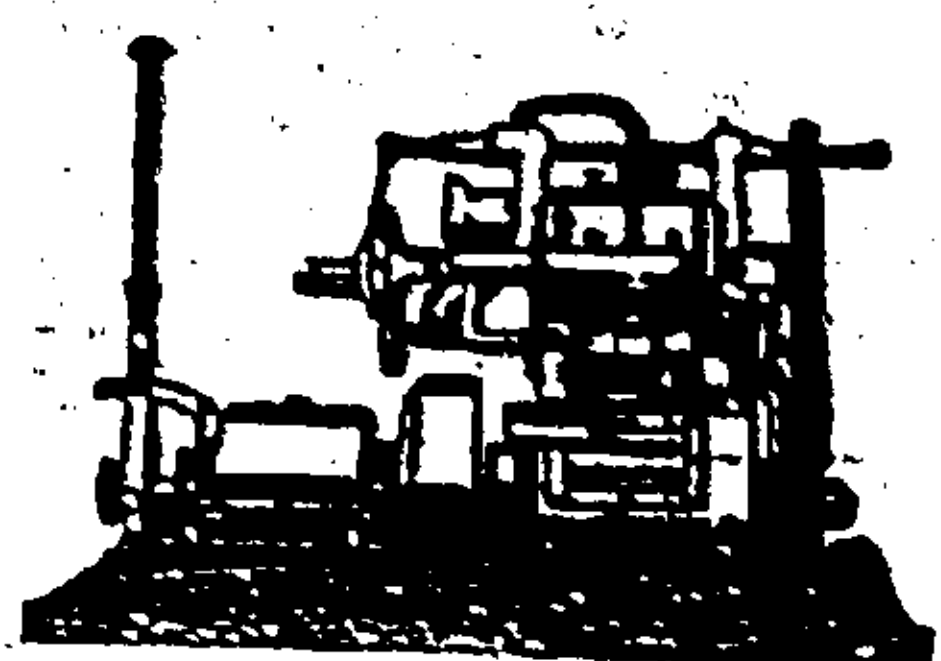
June has gone out with a 5,000 heat which has given most of the community a desire for the respite with the result that the bookings for Peking this week-end are exceptionally heavy. Besides the bank holidays and July 4 gives opportunities for increase from work which do not occur in the other months.



BRYAN ARRIVES!

(An American cartoon of the arrival of Mr. William Jennings Bryan, the "home-dry" advocate, at the Democratic Convention in San Francisco.)

NOTICES.



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eczema, psoriasis, etc. It is a
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preparation.

BOXING.

FRANK MORAN WINS.

The Anglo-American boxing
bout between the two heavy-
weights, Frank Moran, of
Pittsburg, and Frank Goddard, of
Norfolk, came to a surprisingly
quick end at the Holborn
Stadium. After a fierce first
round, in which the honours were
fairly evenly divided, Moran
forced the issue with some tre-
mendous right hand punches in
the second round, and after being
knocked down three times God-
dard was finally counted out
amidst great excitement.

Both men standing well over
6ft. and weighing over 24st.
apiece, looked splendidly fit.
Goddard, with his squarely de-
veloped shoulders and erect
posture, showed his Army train-
ing. Moran, also a fine figure of
a man, looked more the ring
fighter, although he appeared just
an inch or two shorter than the
Englishman. Each man seemed
very confident and their greeting
before the fight was marked by a
sporting warmth of appreciation
for each other that was most
agreeable.

There was a marked contrast
in the fighting methods of the two
men when the bout commenced.
Moran, always unorthodox, came
rushing in full of confi-
dence, crouching and leav-
ing himself rather open. God-
dard, mindful of the boxing
lessons he has been receiving from
his coach, Dick Smith, who
seconded him, received Moran's
assault with a commendable
straight left. It was a good omen,
but in an early mix-up Moran
got in a right short-hander to the
ribs which obviously made God-
dard aware of his power.

Goddard was stung into some
resentment, but he had
the good sense to spring
away and retreat round the ring
for a few seconds' reflection.
Moran followed him with
measured tread, and then came
in, fiercely head down. Again
Goddard, boxing by the book,
stabbed away with the left and
Moran emerged with his nose
flushed red. Again there was
an American rush, and again the
old-fashioned British left hand
stood in the way. Moran eyed
his opponent curiously, and then
burst into a smile.

THE COUP DE GRACE.

Before long Moran again took
the initiative, and had the ex-
-Guardman leaning desperately
against the ropes. A nasty up-
percut shook Goddard's equi-
librium, and he was glad to break
away from this persistent
smiling fighter who knows the
art so well. Having got
clear, Goddard resorted again
to the left hand. Half a
dozen times he jotted the glove
home on Moran's face, but Moran
never seemed to worry much
about this. His counters were
the thing and when he landed with
his right it hurt. Goddard, too,
tried a right but somehow never
seemed able to land it properly on
Moran, who for all his seeming
slowness was very clever at get-
ting out of the way of a really
dangerous punch.

Once Moran rushed in so de-
-perately with his right that, hav-
ing missed, he floundered away
to the right of his man and nearly
fell over. Goddard failed to take
advantage of the position, but at
the close of the round he looked
in good trim, and was cheered for
the bold part he had played.

The second round did not run
its appointed course. Moran
rushed from his seat at the bell,
and was met by a shower of short,
jabbing lefts. So far as boxing
was concerned Goddard seemed
to be winning all along the line.
Suddenly Moran whipped a
right across to the jaw,
and Goddard went down for
9. He rose with diffi-
culty, was knocked down again
also for 9, and when he rose a
second time Moran applied the
coup de grace, a right-hander
that caught his man behind the
ear.

Moran's superior hitting power
turned the scales, that and
Goddard's forgetfulness of his op-
ponent's famed right-hand punch,
the same blow which beat Billy
Wells. When he recovered, God-
dard in very manly fashion
greeted his conqueror, and
obviously made it clear that
he recognised the better man.
That is the right way to take
defeat.

In the minor events Seaman
Hall (Chatham) knocked out
Leon Mason (France) in the
sixth round; Nicol Simpson (New-
castle) beat Kid Carter (America);
Ted Johns (Bermondsy) beat
Ernie Rice.

NOTICES.



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ARE DOCTORS MERCENARY?

CRITICISMS AT ODDFELLOWS' CONFERENCE.

There were gratifying indica-
tions of a revival of interest in
friendly societies and the thrift
movement in the annual confer-
ence of the Manchester Unity of
Oddfellows, which was opened re-
cently. Some 700 delegates were
present as representatives of the
1,072,388 members of the Odd-
fellows Society on its voluntary
side. In the State insurance
branch the membership is 964,496.
The reports show a considerable
accession of new members as
compared with the war years, a
return of the mortality to normal,
and a large increase of members.

Mr. Joseph Smith, of Leaming-
ton, Grand Master, was in the
chair, supported by Mr. George
L. Lingstrom, of North London.
Deputy Grand Master; Sir Alfred
Warren, M. P., Parliamentary
agent; Mr. Walter Collins, Man-
chester, secretary, and the mem-
bers of the executive.

The Grand Master, in his
address, said they were bent on
keeping the Manchester Unity
in the front rank of friendly
societies. While provision for
times of sickness and bereave-
ment was a necessary part of
their work, it was not by any
means the whole of it. To train
men in habits of thrift, to teach
them the meaning of self help,
and that success in life depended
upon the right use of the talents
bestowed upon them were things
which made men better citizens
and better fitted to take their
part in the administration of
local government.

One of the changes brought
about by the Insurance Act, Mr.
Smith continued, had been that the
old relations existing between the
doctor and the members had been
revolutionised. The old friendly
feeling between the lodge, and
the doctor had gone. To-day it
had become a mere business
transaction, and the principal
object of the medical profession
seemed to be not what could be
done to relieve suffering or help
the sick, but how much
money could be got out
of the transaction. The re-
muneration fixed by the Insur-
ance Act in pre-war days was
liberal enough. But was the re-
-service equal to the price paid?

The position of their aged mem-
bers was one of great hardship.
Many of them who had sub-
scribed for 40 or 50 years to the
medical aid fund of their lodges,
and from various causes had not
become insured persons, now
found themselves practically de-
prived of medical benefit unless
they were prepared to pay a sum
equal to that which the doctor
was getting for his patients.
In many cases they were unable
to pay.

What proceeded the Grand
Master had State insurance done
for them? What was it doing?
What was it likely to do in the
future? It had brought thou-
sands into making some provision
for a time of sickness who pre-
viously never dreamed of doing
so, but it had not as yet created
or nurtured the spirit of thrift,
but rather made man a mere
spoon-fed creature.

He could see, concluded Mr.
Smith, great possibilities for the
Manchester Unity in the future,
when they had learned the lesson
that without political power they
were but as a voice crying in the
wilderness. When they had
obtained that, and could demand
where they could now only
entreat, they would take their
rightful place in shaping the
legislation of the country.

SUSPENSION ORDER WITHDRAWN.

A proposal by the directors to
expel the Kirkburton district from

RUSS-GERMAN ALLIANCE?

HERR GIESBERTS ON THE INDEMNITY.

Dusseldorf, May 19.—A tour
round the Ruhr area tends to
make one believe that the worst
trouble in Germany, as far as the
extreme left is concerned, is over
for a considerable time to come.
Whereas but a few weeks ago
both employers and workers were
prophesying a complete break-up
unless the British occupied the
district, now work is proceeding
normally. The Government is
gradually taking over the power
from the military and placing it
in civilian hands. Even the com-
ing elections are viewed by all
classes with increasing confi-
dence.

Disturbances are inevitable, but
it is considered that crushing of
the Reds, who were forced to
take the field in March, two
months at least before their pre-
parations were complete, has
rendered an organized Spartacist
movement impossible for the
time. The general feeling in the
district appears to be that before
the extremists are prepared for
another insurrection food will be
sufficiently plentiful to alienate
from them 50 per cent.
of their potential followers. Far
more anxiety is caused by the
possible antics of the small but
very rash Militarist-Monarchist
group in Berlin than by the
Spartacists.

I had a long conversation yester-
day with Herr Giesberts
Minister of Posts and Telegraphs
who also appears to consider the
chief danger as over for four or
five years. In his opinion there
will be no more serious trouble
until the people, weary of their
efforts to pay an impossible in-
deemnity, throw over the existing
form of government and turn
towards the East. Not only
does Herr Giesberts seem to
think Germany's only salvation
lies in an alliance with Russia,
but he also holds the rather
singular opinion that Germany
would have done better to refuse
her signature to the Versailles
Treaty, as in his view, the chief
aim of the Allies is to break
up Germany into separate
States and Republics, and
a compulsory separation of
the Rhineland and South
Germany from the Empire would
not cause the same damage to
Germany as a gradual breaking
away which he considers is
economically inevitable if the
Peace Treaty is enforced.

Once the actual amount of the
reparations is known Herr Gies-
berts considers Germany will set
her shoulder to the wheel, and
most of the class and social
differences will be forgotten in
the vain endeavour to fulfil the
Treaty. Only after four or five
years will there again be serious
trouble with the extremists.
There are still unruly elements
in such places as Duisberg,
Mulheim, and, above all, south of
the Ruhr in Barmen and Elber-
feld, but it becomes increasingly
probable that the mass of the
workers will follow the example
of Krupp's workmen, should
disturbances be attempted, and
will refuse to be led by the ex-
-tremists.

The society for refusal to amalga-
-mate with Huddersfield was re-
ferred back for further considera-
tion, and the suspension of the
district and its five lodges from
the privileges of the Unity was
removed.

Mr. Robert Annis, of North
London, said there had never been
a charge of bad government
brought against Kirkburton. The
only charge against them was
that they were a body of obstinate
men who objected to a compulsory
marriage contract with a partner
chosen by someone else.

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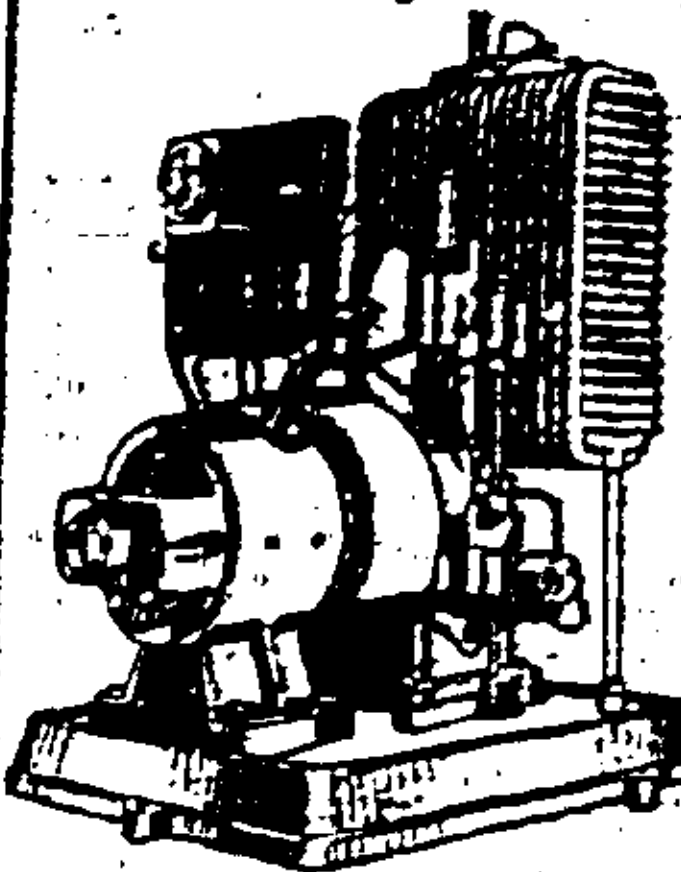
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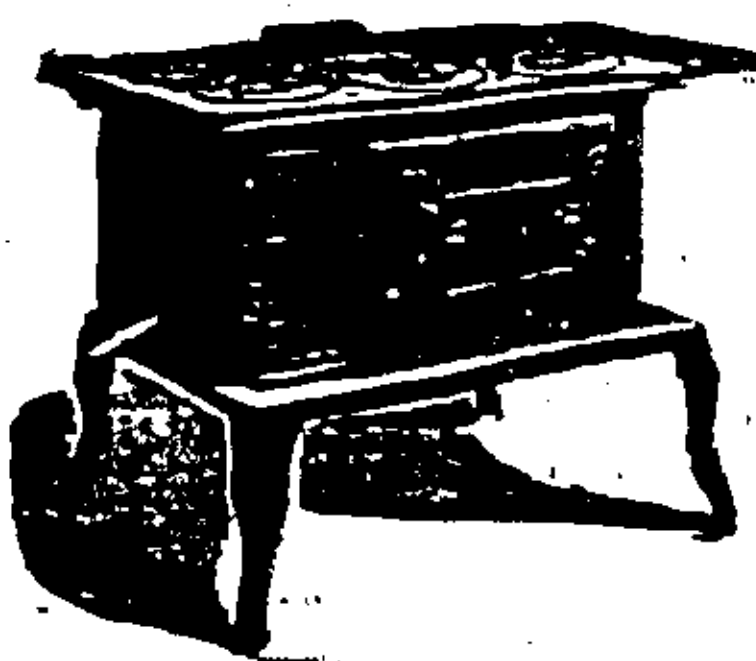
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BULL-FIGHTING AND BULL-FIGHTERS.

THE MATADOR OF TO-DAY.

S. de Madariaga writes in the
London Observer of May 23 as
follows:—

Once, they say, a famous *torero* was asked how it was that he had chosen a profession so much exposed to the dangerous horns of wild bulls. "More dangerous are the horns of hunger," he answered. The story dates from a simpler age. Nowadays, success in bull-fighting is the quickest way to fortune and fame in Spain. Joselito, killed last Sunday by a bull in Talavera de la Reina, leaves eight million pesetas—made in eight years of professional life. He was twenty-five, graceful, slender, strong, the master of his craft, the idol of the nation. Whenever he went special measures had to be taken by the authorities in order to analyse popular enthusiasm. Portraits and images of the young hero were seen in practically every southern home, and legends and stories circulated all over the country about his tastes, sayings, exploits, and love affairs. He had one rival, Juan Belmonte. And between the two the country was divided. One had to be either Gallista (from Joselito's other nickname, Gallito) or Belmontista. There was no middle term.

THE FIRST BULL-FIGHTER.

All this abundantly shows that bull-fighting is still full of vitality as a national institution. It deserves this name only because of its illustrious pedigree. If we are to believe that somewhat elusive old lady, Tradition, the first Spaniard who "ran" bulls was no less a person than Ruy Diaz de Bivar, better known by the name which his Moorish enemies gave him: El Cid. As this most indefatigable and ubiquitous national hero lived towards the second half of the eleventh century, it follows that bull-fighting is one of the institutions most firmly rooted in the past. There are, however, considerable differences between the kind of bull-fighting which the Cid knew and that which has caused the death of Joselito. The most important of them is perhaps that the Cid fought on horseback and with a lance, while present-day *toreros* fight on foot and with a sword. Another, hardly less important, difference is that the Cid "ran" his bulls as a mere exercise of strength and horsemanship, while the art of the *torero*, though no doubt requiring a certain amount of physical force, is mainly dependent on courage, ability, and grace. Rather than the precursor of the *torero*, the Cid was thus the forerunner of the picador, who from his horse withstands the onrush of the bull with his lance in order to make less formidable the task of the matador. There is a middle or transitory type of bull-fighting, the courtly "corrida," which attained its greatest splendour under Philip IV. The bull was still run on horseback by noble courtiers who rode into the arena mounting beautiful steeds, and wearing "colours" and "mottos" as in a tournament. The all-important element of grace had already made its appearance, but the game still remained an aristocratic luxury and lacked the vigour and the dramatic emotion which it acquired when it became really popular.

SEVILLE AND CORDOBA.

Gradually, however, knowledge accumulated, and grace, becoming aware of itself, evolved towards rhetoric. Seville became the centre of a school or style of bullfighting founded on ability and ornament. Cordoba remained faithful to the old school, inspired in sobriety, simplicity and truth. Since then the arena has seldom lacked a pair of rival stars, each representing one of the two schools, more or less modified by personal style. These rivalries—Lagartijo against Frascuelo, Guerrita against Espartaco, Machaquito against Bombita, and, till to-day, Joselito against Belmonte—added not a little to the heat and passion of an already passionate spectacle. Joselito was an exponent of the Sevilian school. Belmonte, though also a Semilan, represents the Cordoban style. The unkind critics of Joselito accused him of hiding under graceful movements an "excess of caution." He was well known for his wonderful knowledge of bulls and their ways. As soon as he saw the bull which was to take his life he warned his colleagues to be careful, "for he is a vicious animal." Yet despite his knowledge and his "prudence," he died in the Ring—the first great matador to die fighting since Espartaco.

"THE PEOPLE" TAKES A HAND.

The transformation took place during the eighteenth century.

THE GRAVES IN FRANCE.

A TOUCHING INCIDENT.

In the course of the debate in the House of Commons on an amendment to allow the relatives of those who had fallen at the front to put up their own monuments instead of every grave having a similar headstone, Mr. J. H. Thomas, the Labour leader, related a pathetic incident. He said that they had no right in that House to ignore not only the wishes of those who had lost loved ones, but they had no right to disregard the people who had made the greatest of all sacrifices. He refused to believe that the officers who had died would have desired any different treatment than to lie side by side with those who had made equal sacrifice with themselves. Continuing he said:—

"I visited France many times soon after the death of that brilliant young man the son of my right hon. friend (Mr. Asquith). He was to have been a colleague of mine in the contest at Derby. By the fortune of war I myself visited his grave. Near it was the grave of his cousin, young Tennant. As I stood by that grave I thought: 'Here between them was a humble soldier, and I thought of the equality that was responsible for that circumstance. I thought of the circumstances that brought a statesman's son and a peer's son and a humble British soldier all together, all with a similar tombstone, all indicated in the same way, and I was so struck with it that I put the name of the private soldier—this was Simons—in my notebook, and I brought home from that grave a leaf from a humble flower. When I went to Derby I told my constituents of this incident, and it was reported in the Press. A few days later I received from Leicester a letter, something like this:—'I lost my only boy in the war. I am blind, and his mother is deaf. I was told by some that he is buried near Raymond Asquith, and I wondered whether you could tell me that the grave was well kept.' I looked into my notebook, and I found that the name of that lad was the name I had put down there. I wrote back to his father, and said that not only could I tell him that the grave was well kept, but that I had picked a leaf from the grave, and I sent it to him. I leave members to guess the reply I received. (Cheers.) You may call it sentiment if you like: but it is a beautiful sentiment."

No praise, he continued, could be too high for the way in which the Graves Commission had performed their duty. His hon. and noble friend had said that he was in favour of a limitation in the cost of the graves. Had there been any limitation in the sacrifice that these men had made? The House had no right to give any ground for the suspicion that the poor were being deprived of the opportunity of honouring their sons which the rich people had. It would be a mistake for the House to divide on this question. (Cheers.) These men died fighting in the common cause, and they were buried as they desired. (Cheers.)

Mr. Asquith, who had shown signs of emotion during Mr. Thomas's speech, warmly shook hands with him on leaving the House immediately afterwards. The amendment was withdrawn in deference to the opposition shown in the House to any distinction being made between the various graves in France or Belgium.

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HATS, Scout Leaders, Khaki Felt, all sizes, \$3.75.

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SHIRTS, Boy Scout Khaki Twill Shirts, Shoulder Straps, and Flap Pockets. Collar sizes 11 to 13½ ins., \$2.75 to \$3.25.

KNICKERS, Boy Scout Khaki Drill Shorts, Waist 20 to 30 ins., \$1.95.

WATER BOTTLES, Serviceable Water Bottle capacity, covered khaki serge, complete with Buckle & Strap, \$1.00.

HAVESACKS, Boy Scout Khaki Drill Haversack, adjustable slide, regulation shade and size, 90cts.

AXES, Boy Scout Axes, made from solid cast steel, strong make, complete with cases, \$2.50.

BELTS, Boy Scout Belts, Khaki Web, adjustable to various lengths, regulation clasp, & swivel, \$1.00.

NECKERCHIEFS, Boy Scout Scarves, good quality sateen; colours, myrtle, scarlet, navy, 75cts.

FLAGS, Boy Scout Signalling Flags, colours, blue & white halves, 75cts.

FLAGS, Boy Scout Patrol Flags: bear, deer, cow, bulldog, cobra, bat, beaver, boar, eagle, etc., 50cts.

SHOULDER KNOTS, Boy Scout Shoulder Knots: colours, purple & white, blue & white, green & white, 10cts.

LANYARDS, Boy Scout Lanyards, Khaki Twisted cotton, strong & durable, medium length, 20cts.

WHISTLES, Boy Scout Regulation Oxidised Whistles, 50cts.

KNIVES, Boy Scout Knives, good quality, Sheffield steel, with splicingawl, \$1.00.

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GLEE CLUB AND JAZZ BAND.

Admission: \$3 \$2 and \$1.

WATCHMAN SENT TO GAOL.

THEFT FROM WHITEAWAYS.

This morning, at the Police Court, an Indian watchman employed by Messrs. Whiteaway, Laidlaw and Co. was sentenced to a month's hard labour for stealing from the firm cloth and embroidery to the value of \$73.10.

The stuff was found by Sergt. Durling in the defendant's quarters, and some of it had been identified by the assistant manager of the complainant firm.

Mr. Blake appeared for the defence and pleaded for leniency, as the defendant had a wife and family to support.

TWO FIRES.

The Police report two fires this morning, one of which resulted in the destruction of a house at 25, Shauiwan Road. This fire took place in the early hours of this morning and although the Brigade attended it was not possible to save the building.

The other was a very small affair which took place at 8.30 last evening. The Brigade was called to a house near the K'o Shing Theatre, but it was found that it was only a chimney fire which had been extinguished by the inmates.

GERMAN DEBTORS AND CREDITORS.

QUESTION OF COMMUNICATION.

It is notified in the Hongkong Government Gazette that under section 1 (2) of the Treaty of Peace Order in Council the Controller of the Clearing Office has granted a general licence in the following terms:-

"British creditors and debtors may communicate in writing with their German debtors and creditors direct with regard to pre-war transactions or contracts with the sole object of ascertaining particulars of indebtedness between the parties provided that no proposal or suggestion is made for payment or settlement of such debts except through Clearing Offices and that party so communicating retains true copies of communications and original replies and hands them to Controller on demand."

GLEE CLUB.

ARRIVES FROM MANILA.

After a triumphant week's engagement in Manila, the University of California Glee Club arrived in Hongkong to-day on the s.s. Hwa Ping. The Glee Club comprises a company of 22 versatile entertainers under the direction of C. R. Morse. While in Manila, the Glee Club was royally entertained by Mr. Harrington, the British Consul, and by the Rotary and Elks Clubs. Mr. Harrington interestingly addressed the members of the Glee Club upon the question of British and American misunderstandings and gained much favourable applause. The Glee Club won the hearts of the Manilans with its varied programme.

The grand opening performance will be at the Theatre Royal to-night at 9.15 p.m., when a splendid programme will be presented, including solos, choruses, quartettes, jazz selections, etc.

The second and final performance will be on Monday night, when there will be a complete change of programme.

EMPIRE AIR LINKS.

[BY MAJOR W. T. BLAKE.]

"In a short time business men and politicians will make use of aerial transport to keep in touch with distant parts of the Empire." This was the opinion given by the Acting High Commissioner for South Africa on the occasion of the celebration of the first flight from England via Cairo to Cape Town. It is a true opinion, but how great will be the saving of time by utilising aerial transport few people realise.

Already Capt. Sir Ross Smith has flown to Australia in less than 28 days, and this through bad weather, over almost impossible country with an almost total lack of organisation on many parts of the route. Col. Sir H. Van Rynveld has flown from England to Cape Town, and only bad luck and, again, a certain lack of organisation, prevented him making a very fast journey, as the time over the first half of the trip demonstrated. In every part of the Empire progress is being made with the development of aerial routes. The chief cry is for organisation. Lack of organisation is almost entirely responsible for the delay which is now almost inevitable on long flights.

THE COMING AMPHIBIAN.

As regards aerial highways, Britain is in a position which at once places her in command of the airways of the world. In Egypt we possess the very hub of flying—the Clapham Junction of the air. This spot dominates all the air-routes from Europe to all Africa, from Europe to all Asia, except Siberia, from Europe to Australia. Australia is undoubtedly destined to become one of the most important spots in the world for the great long-distance airship lines. It is well situated for communication with South America, North America, India, South Africa. In the west we have Jamaica, the key to all the airways from North and South of the American continents. Our Atlantic islands, St. Helena and Ascension, are strategic spots of great aerial importance. We can dominate Africa by the air-routes from Cairo to the Cape—the backbone of the continent. India is the key to Asia.

With the coming of the amphibian—a craft which can land—we shall be able to establish air routes almost throughout the world. There will be no necessity to make detours or land in foreign countries except in rare cases. Even England to Egypt—a flight generally made almost entirely through foreign countries—can be made via Gibraltar and Malta with flying-boats or amphibians, whilst airships can make the direct non-stop flight or can pause at Malta if required.

ALL-RED ROUTES.

Five great Imperial air routes were recently mentioned by Sir F. H. Sykes. These were—England to Egypt, Egypt to India, Cairo to Capetown, India to Australia, and England to Canada. With sufficient organisation these routes could be operated to-day, and the time taken, over the journey reduced to a minimum by means of relays of machines. Of these routes, the first four are already partly organised—that to Canada can be made by airship without more preparation, though more meteorological knowledge is desirable. These routes alone dominate the greater part of the world.

And the saving in time? With an organised service of aircraft, flying in relays at a speed of 100 miles per hour, a traveller will be able to leave London at, say eight a.m. on Monday, and reach Cairo at seven a.m. on Tuesday; Calcutta seven p.m. on Wednesday; Cape Town five a.m. on Thursday; Sydney one a.m. on Saturday in the same week. In this way can the Empire be linked up for political and business purposes. All we lack is organisation and support by the Government and by the public. We are late starters; but our position is such that the mastery of the airways must always rest with us.—Daily News.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U. S. S. R.
S. S. "WEST IRA"

having arrived from San Francisco and ports on July 9, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Wednesday, July 14, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Wednesday July 14, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No Claims will be admitted after the goods have left the godowns.

All goods remaining after July 16, 1920, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.
Agents.

Hongkong, 9th July, 1920.

THE ADMIRAL LINE.

The Steamship

"ENDICOTT"

having arrived from Seattle via ports, on the 10th, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, and stored at consignees risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on the 16th by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claim will be recognised after the goods have left the Godowns, and cargo undelivered on and after the 17th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE.
5th Floor Hotel Mansions.
Hongkong, 10th July, 1920.

MR. BURKE'S BIG SALARY.

The salary which Mr. Tom Burke, the well-known tenor, will receive for his forthcoming concert tour of the United States and Canada is stated to be the "largest ever paid to an English artist." While that may be open to question, Mr. Burke's agent states that the salary will be well over four figures a week. The tour will open at New York in the autumn and is expected to last until the middle of March next.

NEW ADVERTISEMENTS.

KOWLOON CRICKET CLUB.

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OPEN-AIR CONCERT

Will be held in the Club Grounds on

SATURDAY, July 17th at 9 p.m.

Admission \$1.00

by permission of the Government

Tickets may be obtained at Moutries or K.C.C.

MODES GINETTE.

A PARISIAN LADY on her way through Hongkong, will consider it an honour to have the Ladies of Hongkong call at her apartments at the Hongkong Hotel, where she has on display a most comprehensive and varied assortment of Ladies' Hats of the very latest styles as well as some exclusive and ultra chic models.

Hand made Laces and Embroideries.

She makes a specialty of altering and remodeling hats of other seasons at a very reasonable charge.

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C. P. O. S. Ltd.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Monday the 12th July 1920

commencing at 3 p.m.

at Messrs. Cooper & Co's

godown, Wanchoi

(for account of the concerned)
200 Bales Gunnies 21' x 40'

Terms:—Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Monday the 19th July 1920
commencing at 11 a.m.

at Nos. 2 and 3 godowns, Ho's Wharf, Kowloon

(for account of the concerned)
1,000 Boxes Tin Plates
(all more or less damaged)

Terms:—Cash on delivery.
LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

GOODWILL OF THE PRACTICE OF AN ARCHITECT
hitherto carried on by the late
FREDERICK ENDELL ROSSER

at Nos. 33 & 40 Queen's Road Central, Victoria in the Colony of Hongkong
to be sold in two lots by
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on
The 12th day of July 1920 at noon

by
Messrs. LAMMERT BROS.
Auctioneers
at Nos. 33 & 40 Queen's Road Central.

Lot one consists of:—
All the right title and interest in the goodwill of the late Frederick Endell Rosser, deceased, late of Nos. 33 & 40 Queen's Road Central, Victoria, Architect.

Lot two consists of:—
All the office furniture etc. on the above premises aforesaid.

For further particulars and conditions of sale apply to
G. B. HAYWOOD
No. 10 Des Voeux Road Central,
Solicitor for the Administrators

or
Messrs. LAMMERT BROS.
Auctioneers.
Duddell Street.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU
DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS
WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No.:-

G. R.

NOTICE.

It is hereby notified that Arsenal Street will be closed to wheeled traffic from the 15th inst. until the Hongkong Tramway Coy. has completed the relaying of the track.

P. P. J. WODEHOUSE.
Captain Superintendent of Police
Hongkong, 8th July, 1920.

NOTICE.

REPULSE BAY HOTEL.

SATURDAY, JULY 10th.—
TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JULY 11th.—

ORCHESTRAL CONCERTS
DURING Tiffin and AFTER-NOON.

J. H. TAGGART

Manager.

Burglar & Fire-resisting

SAFES

"Prevention is better
than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMMERT BROS.

Duddell Street.

NOTICE.

MASSAGE HALL.

MRS. HAN INOKECHI.

Graduate from the Nagasaki Massage School, has removed from No. 33 Queen's Road to No. 26, Stanley Street, 1st floor. Telephone No. 1954.

PUBLIC AUCTION.

By Order of the Mortgagees,
Messrs. Lamert Brothers have received instructions to sell by Public Auction on

FRIDAY

The 23rd day of July, 1920, at 3 p.m. at their sales rooms
Duddell Street, Victoria,
Hongkong

The following valuable Leasehold property situate at Victoria in the Colony of Hongkong, viz:—

All that piece or parcel of ground situate at Victoria aforesaid registered in the Land Office as Section 5 of Inland Lot No. 425 together with the messuage erected thereon known as No. 5 West Terrace Victoria aforesaid. Term 999 years from 28th. May 1855 created by a Crown Lease of the said Lot dated 17th April 1825. Annual Ground rent \$640. Area 2555 square feet.

For further particulars and conditions of sale apply to
JOHNSON, STOKES & MASTERS,
Princes Buildings, Ice House Street, Hongkong,
Solicitors for the mortgagees.

or to
Messrs. LAMMERT BROS.
Auctioneers.
Hongkong, 8th July, 1920.

WANTED.

WANTED.—For Rope Works in Manila, first class ropemaker to take charge of the rope making as chief foreman. Apply to BROSSARD MOPIN & CO. Hongkong.

WANTED.—Motor Cycle and Sidecar. Reply with particulars and price to Box 395, "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Abergeldie 136 Peak. Apply 135 Peak.

FOR SALE.—Two handsome single bedsteads with box mattresses and mosquito nets complete; all in excellent condition; \$90. Box 384, "Hongkong Telegraph."

TO LET OR FOR SALE.

Glenshiel, No. 141 The Peak, near Barker Road Tram station. Apply to Linstead & Davis, Alexandra Building.

LOST.

LOST.—From 126 The Peak Rough Haired Irish Terrier Dog, Licence No. 64 on Collar. Finder will be rewarded. Apply W. Fraser c/o Hongkong Electric Co. Ltd.

TO LET.—For immediate occupation Office Quarter and Show Room at Mission Building, The Bund Canton. Apply to Box 396 c/o "Hongkong Telegraph."

NOTICE.

The interest and responsibility of Mr. Herbert William Looker in our Firm ceased on the 30th June 1920.

DEACON, LOOKER, DEACON & HARSTON.
Hongkong, 1st July, 1920.

NOTICE.

HELENA MAY INSTITUTE

Religious meetings are being held as follows during the summer:—

First, Third and Fourth Tuesdays in the month at 5.30 p.m.

Second Wednesday in the month at 10.15 a.m.

These meetings are open to all women.

THE ADMIRAL LINE.

Mr. H. T. Krull has been appointed Acting Agent for this company in Hongkong during the temporary absence of D. J. Hambcom.

JOHN J. GORMAN.

General Agent.

THE ADMIRAL LINE.

Pacific Steamship Co.

AMERICAN BUREAU OF SHIPPI
Mr. H. T. Krull will be in charge of the local Agency and Surveyorship of The American Bureau of Shipping during my temporary absence.

D. J. HANBCOM.

Agent & Surveyor.

to American Bureau of Shipping.

CONSIGNEES

SALISBURY SQUARE, LONDON, E.C.

And above all our prices are right and we can give prompt delivery.

Agents,
Hongkong 7th July, 1930.

U. S. Shipping Board.
Hongkong, 8th July, 1920.

Hongkong, 9th July, 1919.

Hongkong. 9th July, 1920.

BUTTERFIELD & SWIRE
— Agents.
Hongkong, 9th July, 1920.

BY BLOSSER.



WATSON'S

Pyeris

Sparkling Mineral Water

Is of great organic purity. Chemically its composition is identical with one of the best known natural springs in Europe.

AN IDEAL TABLE WATER BLENDS EXCELLENTLY WITH WHISKY

A. S. WATSON & CO., LTD

THE HONGKONG DISPENSARY.

Phone 16.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$30 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free where the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered, to subscribers by, the Dairy Farm Company, Ltd., Shamien, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1, A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 10, 1920.

ENFORCING THE TREATY.

It is cause for general satisfaction that Allied and German representatives are meeting face to face in order to discuss and come to some definite arrangement regarding the fulfilment of the Peace Treaty terms by our former enemies. Too long a period of time has elapsed since the signing of the Versailles pact, with Germany making practically no efforts to discharge her obligations, and it has long since become apparent that to attempt a straightening out by means of Notes and counter-Notes was to hope for the impossible. It is a cumbersome method of procedure, anyhow, whilst it gives Germany far too many opportunities for quibbling and evasion. There is only one satisfactory means of a definite settlement, and that is the means which has now been chosen—the calling of responsible German statesmen to a conference and, after due consideration, informing them what the final requirements of the Allies really are.

So far as the economic and financial terms of the Peace Treaty are concerned, there is room for divergence of opinion and for the operation of the spirit of toleration and consideration of Germany's difficulties. In press on Germany at the moment the full demands of extremists would be to cripple the country for generations. Moreover, such a course would not be even to the Allies' own interests in the long run. But there can be no two ways of regarding the German evasion of the military clauses of the Treaty. Germany has to understand that the Allies are in dead earnest in their determination to reduce her military strength to limits sufficient for her to preserve internal order, and to allow no more armed men than necessary for that purpose. Even at this time of day, there are over a million soldiers in arms under various pretexts, several million rifles remain in the hands not only of troops but of the population as well, whilst Germany still possesses thousands of machine-guns, trench-mortars and guns. These are not the figures of some imaginative Press correspondent; they are details given by Mr. Lloyd George himself in the presence of German Ministers. No wonder that the British Premier declared that it was beyond comprehension that such a dangerous and abnormal situation should be tolerated by any Government. The Chief of the German General Staff wanted a further fifteen months in which to carry out a proportional reduction of material and effectives, but Mr. Lloyd George rightly declared that that idea was out of the question, and that the matter must be settled by a vigorous effort in the shortest practicable time.

Since peace was signed, we have had all manner of excuses put forward by the Germans to account for their delay in fulfilling the military terms of the Treaty. When an effort was made to evade the provisions by creating special armed Civic Guards, the plea was that these were necessary in order to preserve internal peace and order. The story now is that it is possible to disband the troops more rapidly, because the men would swell the ranks of the unemployed. Germany always has some excuse ready at hand. The German Chancellor has been at great pains, at the Spa Conference, to guarantee the peaceful sentiments of the mass of the German people and their freedom from any idea of revenge. Then why the million troops under arms and the huge accumulation of war material in the country? Germany to-day appears rather more like an armed camp than a country of peace-loving people. And it is the Allies' business to break up that camp. It is no use trusting to Germany's good intentions. In matters like these it is well to err, if at all, on the safe side. German militarism must be broken up once and for all. That is what the Allies intend to see done at the Spa Conference.

NOTES & COMMENTS.

PRACTICAL PUBLICITY.

How often it is that we have seen visitors to the Colony, wondering how much to pay chair bearers and ricksha pullers, and how often have we also seen ridiculously high fares paid and the coolies still clamour for more? One cannot blame the coolies for trying to make a little harvest out of these tourists and others, but we have often thought it would be far better if the facilities for strangers to learn of the legal fares were increased. It is with pleasure therefore that we call attention to a little publicity campaign that has just been inaugurated by the Traffic Department of the Police Force. To all Hotels, public utility companies and owners of any public place, together with the frequent commercial and shipping offices of the City, there have been issued fair sized printed cards setting forth in easily comprehended manner the legal scale of fares for chairs and for rickshas not only in the City, but for every district in which these public vehicles are to be found. As was announced quite recently this scale of fares has been revised and it is important that residents as well as visitors should become acquainted with it. We suggest that a valuable public service could be performed by hotel proprietors etc. if they had this card framed and displayed in their booking offices—a proceeding that might be followed by all concerns catering for a public service. The fares and tramways could be of especial help in a matter such as this. The chair bearers and ricksha pullers can hardly be expected to greet this innovation with delight, but the Government that fixes charges has a duty to perform in letting the public know what the minimum fares are. Most residents will still follow their old habit of paying slightly over the scale, and we don't urge any departure therefrom. For strangers the cards will be a boon for they will relieve visitors of a sometimes embarrassing ignorance. The writer once witnessed the following:—An American visitor had "chained" to the Police Station to comply with the wartime regulations of registration and he paid the front bearer fifty cents. (Fifteen cents would have been ample). With perfect sang froid the bearer pointed to his partner, as much as to say "Aren't you going to pay him anything?" The visitor promptly recognised his omission by paying the back an fifty cents as well. It was too rich a piece of bluff to do anything but smile and pass on. But for all our sympathies with coolies, who sweat through the summer and shiver through the winter, we congratulate the Traffic Department for having performed a really needed service.

There has been added to the Colony's list of medical practitioners the name of Dr. Manekjee Sorabjee Mehta, of 24, Ice House Street, Doctor of Medicine of the University of Brussels; Licentiate of the College of Physicians and Surgeons, Edinburgh; Licentiate of the Society of Apothecaries, London.

An interesting water polo match was played on Thursday last between the V.R.C. and R.G.A. The result of an evenly contested game was a draw of 4 goals each. It was the first match played by the Service team, which should prove a promising side, with practice. The referee was Mr. R. C. Welch and the time-keeper Master Gunner May.

An enjoyable whist drive was held last evening in the R.G.A. Sergeants Mess, Victoria Barracks. This function was well patronised, 112 players taking part. The winners were—Ladies—1st. Mrs. May (155); 2nd. Mrs. Giller (172); 3rd. Mrs. Cousins (170); 4th. Mrs. J. Smith (167); 5th. Mrs. White (134). Gentlemen—1st. Sgt. Woolman, R.A.M.C. (177); 2nd. Mr. G. Smith, R.G.A. (173); 3rd. Mr. Read (173); 4th. Q. M. S. Sheriff, R.A.S.C. (171); 5th. Mr. Davies (134). Before presenting the prizes, the M.C. (Master Gunner May) announced that at the next drive the players gaining scores corresponding to numbers drawn from a series will be awarded the prizes. It will be interesting to note how this novel experiment works out.

to the wages bill of £30,000,000. The thing doesn't seem logical to us. If the miners believe these demands are reasonable then there must have been fabulous profits made by owners in spite of Government control. We don't believe such profits have been made, but can see in these new demands an attempt to force the Government's hands in the direction of nationalisation—a direction in which it is not prepared to travel just yet. It is prepared to control and improve the trade from the miners' point of view, but this the miners seem determined to refuse. If it comes to a strike, we sincerely hope the Home people as a majority will support the Government, because the strike is being turned into a dangerous political weapon instead of a just industrial one.

UNREASONABLE MINERS. Just as efforts are being made to pass through the House of Commons a Bill giving better conditions for miners the annual conference of the Miners' Federation takes place, and the coincidence is not very heartening. We see that the miners are as insatiable as ever. The Executive of the Federation has recommended the Conference to make demands which appear to us are unable to be borne by the industry. First they want the price of domestic coal reduced, and then they demand increases in wages that will spell, according to estimates, an annual addition

DAY BY DAY.

NEVER IS IT ENOUGH TO TAKE STEPS WHICH MAY SOME DAY LEAD TO A GOAL, EACH STEP MUST BE ITSELF A GOAL AND A STEP ALSO.—Grethe.

There was one fatal case of plague notified yesterday, the victim being a Chinese.

Lamport Bros' auction of 1,000 boxes of tin plates, at Holt's Wharf, has been postponed from the 12th to the 19th instant.

The total output of the Kailan Mining Administration's mines for the week ending 26th June, amounted to 70,687 tons and the sales during the period, to 33,113 tons.

The following additional firms have been granted licences to trade under the Non-Ferrous Metal Industry Ordinance, 1919:—Carroll & Co., Davis Company, Ltd., Cheung Yuen Shing.

The case of a Chinese master assaulting a small Chinese girl is reported by the Police this morning. The little girl, aged five years, is now an inmate of the Government Civil Hospital, where her injuries are being attended to.

Observatory returns show that during June the average mean temperature was 81, the highest point registered being 88.8, on the 21st, and the lowest 72.7, on the 4th. There were 15.53 inches of rain and 148.1 hours of sunshine, whilst the average humidity was 83.

Some Indian Guards on board the s.s. Cheong On had a dispute yesterday which developed into something like a free fight. The result of it all was that one of the Guards had to be sent to the Government Civil Hospital suffering from rather severe injuries to the head, three of the other men being arrested.

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HONGKONG AERO CLUB.

INTERESTING MEETING.

A meeting of the Hongkong Aero Club was held last evening at Messrs. Jardine Matheson and Co., Ltd., at which there was a good attendance. Hon. Mr. P. H. Holyoak presided.

Opening the meeting, the Chairman said he did not propose to make anything in the nature of a formal speech because their proceedings up to the present time had been merely informal and they had met to put the Club on a correct and formal basis. They held a meeting on April 20th last, when a provisional committee with a provisional chairman was elected, Captain Arthur, to consider the best form in which to start the Club, and what objects it should have chiefly in view. The report read as follows:

The objects of the Club are—
1. To encourage and develop the sporting side of aviation in the Colony.
2. To take control when necessary of the sporting side of aviation in the Colony.
3. To affiliate with the Royal Aero Club and to act as the official representative of that body in the Colony.

4. To request the Government to allow an area of water to be definitely chosen for the landing of aircraft in the vicinity of the town when necessary, and to have the site left clear and available for the machines when necessary.
5. To appoint a committee to deal with the following matters—

Technical, i.e., such as assistance to arriving and departing aircraft; and dissemination of information on the conditions governing flying around the Colony; also to reply to the letters sent to the Government by the Aero Club of America which have been passed on to the Aero Club, to reply to, and give any assistance and advice to members of the Club who at any time desired to purchase and use aircraft either for commercial or sport uses.

To this should be added the formation of a Volunteer Air Force. There were a certain number of Royal Air Force pilots in the Colony, and he thought it was quite fitting that they should approach the Government with a view to forming a Volunteer Air Force, and ask them whether in view of the necessity for such a Force it was not willing to provide the necessary aeroplanes and aerodromes in order that the greatest use might be made of the practical air pilots with war experience. He did not think there could be a shadow of doubt in the minds of anyone who had followed the course of the war that this Colony, as far as its own protection went, was more or less unprotected and that the future of its protection lay more or less in the air. At present it was dependent on its water and land forces. That was more or less admitted. Therefore the Club would be doing a very practical thing in the way of Empire development if it impressed not only on this Government but the Home Government the absolute necessity of air protection, not only to meet air aggression but to keep it away, which was very important. With a strong force of submarines and with air protection he thought there was little doubt that this Colony could be protected against aggression whilst assistance was coming. To ignore the possibility of danger was to emulate the ostrich burying their heads in the sand and say they saw no danger. With these objects in view they were forming the Aero Club, not in any spirit of aggression against this or the Home Government, but with the desire to give practical help, with the valuable advice and assistance of men who had rendered practical aid in the hour of need to the Empire. They wanted to impress the great use that could be made of a Volunteer Air Force in an outpost of the Empire like this.

The selection of officers was then proceeded with resulting: Patrons—His Excellency the Governor, the General Officer Commanding, the Admiral and the Commodore.
President—Hon. Mr. P. H. Holyoak.

Vice Presidents—Hon. Mr. John Johnstone, Hon. Mr. A. R. Lowe, Hon. Mr. N. J. Stabb, Mr. G. H. P. Hay.
General Committee—Group Captain F. V. Holt C.M.G., D.S.O.

The Chairman said the Committee would reply to the long letter from the Aero Club of America and to a letter from Peking asking the Club to recommend qualified pilots to them for the Handley Page machines brought out or now on their way. In Peking there had been extraordinarily rapid development in flying, as Mr. Lamplugh would tell, and personally he saw no reason why it should not spread to the South. The commercial possibilities of flight between Canton and here might attract them, though the prospects of mail and passenger air service between here and Shanghai seemed a matter for the future. He thought a vote of thanks was due to Captain Recon for having demonstrated to the public the possibilities and safety of flying within the limits of these waters. (Applause).

This concluded the meeting.

1895.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the Hongkong Telegraph files, for week ending July 10th, 1895.)

THE DOLLAR.

July 10.—The rate of the dollar on demand is 2s. 17/8d.

PRESENTATION.

July 13.—There was a capital muster of members of the Fire Brigade and Police Force at the General Station this afternoon on the occasion of the presentation of a magnificent silver cup to the Hon. H.E. Wodehouse, C.M.G., as a token of the esteem of the members of the Brigade and a mark of their appreciation of the able manner in which he has commanded the Hongkong Fire Brigade since 1883. Mr. W.C.H. Hastings, acting Captain Superintendent of Police, in handing the handsome souvenir to Mr. Wodehouse, eulogised the recipient's splendid and untiring services and mentioned that Mr. Wodehouse's patent "Box" and other innovations had proved of inestimable value.

THE CHINESE PRESS.

July 17.—We hope that an eye is being kept, and a sharp eye, on the Chinese newspapers published in this Colony, and so largely circulated in Canton and the neighbourhood. The Chinese journals published in Shanghai, and especially the *Sin Wen Po*, published within the foreign settlement are industriously circulating lying reports of the disturbances in the central provinces of China and of the causes that led to them and vilifying the missionaries and their flocks most shamefully. They are also doing all in their power to incite the people to further disturbances. Two of the Chinese newspapers published in this Colony are more or less clerically connected with our temporaries, but some Government officer (if there is one) besides Dr. Eitel) with sufficient knowledge of Chinese to read and understand a Chinese newspaper, should be "told off" to examine daily not merely all the newspapers but all the pamphlets and broad sheets published in Hongkong.

R.A.F., Dr. G. M. Harston, Messrs. L. N. Leefe, O. T. Breakpear, D. K. Blair, N. L. Watson, A. O. Lang, C. Montague Eds, J. A. Plummer, E. W. Carpenter, J. Bell Irving, F. Smyth, G. M. Young, Hon. Mr. E. V. D. Pair, Messrs. F. C. Hall, G. M. Dodwell, G. S. Archibald, P. M. Hodgson, J. L. Crockett, Lt. Col. H. S. S. Smallwood, Messrs. E. F. Carroll, G. Miskin, C. Blaker.

Executive Committee.—Captain D. Arthur, Messrs. A. G. Lamplugh, A. I. Burnie M. H. Turner, R. M. Smith, E. H. O. Farrell, G. A. Harriman.

Hon. Secretary.—Mr. O. T. Breakpear.
Hon. Treasurer.—Mr. D. K. Blair.

The Chairman said the Committee would frame a constitution and submit it to a meeting as soon as possible. They might suggest to the Committee that the authorities be approached to secure a revision of the regulation 150 ft. height limit for flying. The Government might be asked to fix a more reasonable limit, one that at any rate would allow an aeroplane to clear any vessel anchored in the harbour.

The suggestion was approved. The Chairman said the Committee would reply to the long letter from the Aero Club of America and to a letter from Peking asking the Club to recommend qualified pilots to them for the Handley Page machines brought out or now on their way. In Peking there had been extraordinarily rapid development in flying, as Mr. Lamplugh would tell, and personally he saw no reason why it should not spread to the South. The commercial possibilities of flight between Canton and here might attract them, though the prospects of mail and passenger air service between here and Shanghai seemed a matter for the future. He thought a vote of thanks was due to Captain Recon for having demonstrated to the public the possibilities and safety of flying within the limits of these waters. (Applause).

This concluded the meeting.

TO-DAY'S MISCELLANY.

The new twopenny postage stamps which will be wanted soon are now being printed in huge quantities at Messrs. De La Rue and Co's London works, from which all who are not engaged in the work of the establishment are rigorously excluded. Years ago they used to be half made—printed and gummed, that is—by outside contractors, and taken to Somerset House to be perforated. Now the whole business is done by the old firm, and the Controller of Stamps has only to receive them and stow them away in the strongrooms at the end of Somerset House near Waterloo Bridge, where the law permits an accumulation of postage stamps to the value of £10,000,000.

The paper on which all Government stamps are printed is made at the Roughsley Mills, near Tonbridge, which are always under the closest inspection of officers of the Inland Revenue. In these mills are enormous quantities of paper specially manufactured with the watermark crown for each individual stamp. When transferred to the London works, every single sheet is as carefully accounted for as though it were worth a pound, which indeed is its value when 120 twopenny King's heads have been printed, each exactly over the crown in the watermark. If these precious sheets of paper were not carefully guarded, some might find their way into hands of unscrupulous experts, who could then turn out stamps that would pass muster with all but a few highly-trained eyes. The watermark paper is the greatest safeguard against forgery, and the supervision of this is most rigid. So also is the care of the dies, of which the contractors have upon their premises large numbers, which are very valuable both intrinsically and as the means of stamp production. Inland Revenue officers are never away from the premises, night or day.

A woman whose husband had died went to a medium, who put her into communication with her late spouse.

"John," said the woman, "are you happy now?"

"I am very happy," replied the spirit of John.

"Are you happier than you were on earth with me?" asked the woman.

"Yes," replied the spirit. "I am far happier than I was on earth with you."

"Tell me, John, what is it like in Heaven?" asked the woman.

"Heaven!" exclaimed John. "I'm not in Heaven!"

Mr. Bonar Law, in reply to a question addressed to him the other day, stated that the desire of the Scottish members for a change in the status of the Secretary for Scotland, with a view to the enhancement of the dignity of his office and an increase in his salary, expressed the general feeling in Scotland. The anxiety of the Scottish people for Scotland, as contrasted with the indifference (to speak mildly) of the Irish people with respect to the dignity of the Irish Secretaryship, is due to the fact of the administration of Scottish affairs in Scotland by Scotchmen. This is in poignant contrast with the committal of the administrative government of Ireland to statesmen not conversant by birth or descent or education with that country. Every Secretary for Scotland since the establishment of the Scottish Secretaryship has been a Scotchman, and every Lord Advocate for Scotland since the Scottish Union has been a Scotchman. Since the Lord Eversham there have been 31

Lords Eversham, of whom five only, including Lord French, were Irish, and 54 Irish Secretaries, of whom six only were Irish.

The appointment in 1798 of Lord Castlereagh is the subject of a curious note in one of the letters of Lord Cornwallis, the Lord Lieutenant of the Union, to the Duke of Portland, a former Lord Lieutenant of Ireland, who was then Home Secretary and the medium of communication between the Irish Government and the British Cabinet. "Lord Castlereagh's appointment," wrote Cornwallis, "gave me great satisfaction, and although I admit the propriety of the general rule (not to appoint Irishmen to the Irish Secretaryship), yet as he is so very unlike an Irishman I think he is a great claim to an exception in his favour."

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GERMANS "STAGGERED."

BY BRITISH PREMIER'S FIRMNESS.

Spa, July 7.
Mr. Lloyd George pointed out to the Conference that Germany still had 200,000 men, 50,000 machine-guns and 12,000 guns. She had surrendered only a million and a half rifles. While many Germans were described, as "staggered" by Mr. Lloyd George's firmness, general satisfaction is felt that he has resolutely faced what is considered to be German shuffling. It is opined that the Conference is on the verge of a breakdown.

MR. LLOYD GEORGE SPEAKS OUT.

Spa, July 7.
There was a dramatic development at the Conference, following the statement of the German Defence Minister regarding disbandment, mentioned in the last communique, at the conclusion of which Mr. Lloyd George pointedly remarked: "Is it that a declaration that Germany is not in a position to fulfil the Treaty?" The Minister replied "No," but asked for consideration of Germany's difficulties.

Mr. Lloyd George explained the Allies' anxiety owing to Germany's failure to fulfil the disarmament conditions of the Treaty. He pointed out that the object of the Treaty was to prevent Germany becoming a menace to Europe. The Allies did not wish to be harsh to Germany, but the risks of militarism and Bolshevism in Germany were too great. If Germany were really sincere she would have already carried out the Treaty. Vague promises were useless. The Conference was prepared to come to a settlement, but unless the Germans produced a definite scheme the Conference would be a failure.

The Germans then proposed an adjournment until Wednesday. It is reported that the Germans threaten to withdraw from the Conference unless the Allies make concessions.

NO TRIFLING.

London, July 7.
The newspapers generally endorse Mr. Lloyd George's attitude towards the Germans at Spa yesterday. It is declared that it should show the Germans that the Allies, while willing to give the Germans all reasonable freedom to discuss methods of execution of the Treaty, are in no mood to be trifled with.

GERMANS DISCUSS PLANS.

Spa, July 7.
The German Staff Officers spent the morning discussing whether to advise Herr Fehrenbach to present a plan of disarmament to the Conference. Doubt is now cleared up by the announcement that the Germans decided to present a plan in the afternoon.

THE ROYAL RAILWAY ACCIDENT.

A MOST FORTUNATE ESCAPE.

Bunbury, West Australia, July 7.
Measurements show that the Prince's saloon was dragged 250 yards before overturning. It is incredible that nobody was seriously hurt in the crash. The heavy chairs and tables were thrown through the air and everybody was precipitated against the windows which suddenly became the floor. Luckily the embankment was only a yard high.

A HITCH OF POPULARITY.

Later.
The Prince of Wales' popularity has reached the greatest pitch. Crowds assembled at every station en-route for Perth, to congratulate him on his recent escape. The entire route from the station to Government House was thickly lined with cheering crowds shouting "Glad to see you" and "You're lucky to be back." Prior to the Prince of Wales' arrival an impressive thanksgiving service was held in the Cathedral. Congratulatory messages are pouring in.

BRITISH EAST AFRICA.

ANNEXED AS A COLONY.

Nairobi, July 7.
Major Gen. Northey, Governor of the East African Protectorate, who returned on July 3, announced in the Legislative Council that an Order-in-Council has been signed annexing British East Africa, under the name of the Menia Colony. The Sultan of Zanzibar's coast dominions will retain the status of a Protectorate under the name of the Menia Protectorate. A loan of five millions is being floated. The native policy remains unchanged. No decision has been reached regarding the Indian problem.

FRENCH GOLF CHAMPIONSHIP.

WON BY AN AMERICAN.

La Boulie, July 7.
The French Open Golf Championship has been won by the American, Hagen, with a score of 150. The Frenchman, La Fitte, scored 154 in the re-play over eighteen holes, after tying at 297 over thirty-six holes.

BRITISH MINERS' DEMANDS.

London, July 7.
The Miners' Federation at Leamington has accepted the Executive's demand for an increase in wages of 2/6, 1/- and 9d. per day in respect of the three grades and also a demand that the Government remove the 14/2 increase in the price per ton of domestic coal.

BIG BOLSHEVIST OFFENSIVE.

London, July 7.
A big Bolshevist offensive against Poland is reported to have begun. The Bolshevists claim to have captured the fortress of Rovno, 1,000 prisoners and much booty.

OBITUARY.

London, July 7.
The death is announced of Sir William A. Baillie-Hamilton K.C.M.G.

DAY BY DAY.

The public will be interested to learn that an orchestra will play daily at the Repulse Bay Hotel as from July 17th, in addition to the regular dances.

Mrs. Ho, living at Choi Fu Street, Canton, has (says the Canton Times) recently given birth to a child possessing three eyes in a triangular shape. The baby has a face quite unlike an ordinary human being, according to the local press.

As the result of a family quarrel, two women living on Lamna Island have been admitted to the Government Civil Hospital suffering from injuries to the head. They state that the husband of one of them assaulted them and that he has since absconded.

CLERKS' UNION.

ADOPT A GUILD SYSTEM.

At the resumption of the conference of the National Union of Clerks at Glasgow recently a discussion took place on the proposal to group members into guilds according to the industry or service in which they are employed, with a national executive to deal with the guild affairs. This scheme was approved at a special conference at Blackpool at Easter. It was submitted for confirmation to-day, but opposed by another plan, also based on the guild principle, but giving greater autonomy to each guild. Under this latter scheme the National Conference would meet only once in three years.

The discussion on the question lasted three hours. Mr. Stewart Reid, Glasgow, remarked that very soon there would be a strike of the bank clerks of Scotland.

Upon a card vote being taken the Blackpool scheme was carried by 1,994 to 12,793.

A Greenock delegate moved that the Union should adopt industrial action as provided by the rules. This was seconded by a Glasgow delegate. Both mover and seconder argued that the political movement retarded rather than pushed forward the efforts at economic betterment.

Mr. Elvin, the general secretary, opposed the motion in behalf of the Executive, and pointed out instances in which political action had been of advantage to clerks as a body. Reference had been made to the Miners' Federation, but the members of that Federation in the House of Commons had played a very important part in the success which the Federation had achieved.

Mr. Norrish, Walthamstow, said there was no desire in the organised labour movement for Soviets. He doubted whether they could get a thousand armed men in the country to fight for Sovietism.

The motion was rejected by a large majority. It was decided to increase the weekly contribution from 6d. to 8d.

Mr. J. H. Lloyd, Shepherd's Bush, London, was elected president of the Union for the ensuing year, and Mr. J. Lindley, Darlington, vice president. Mr. H. H. Elvin, London, was re-appointed general secretary and Mr. Fred Hughes, London, assistant general secretary. It was decided that the Conference shall meet next year at Liverpool.

A resolution was agreed to instruct the Executive Council to circulate the trade union movement to put into operation the trade union rate of pay for their clerks, and requesting other unions and labour bodies to see that their branches do not give any order to firms whose clerks did not belong to the National Union of Clerks and had no minimum conditions. It was decided that the Union should bank with the Co-operative Wholesale Society.

PLAGUE IN AMERICA.

Bubonic plague has appeared in southern American cities, notably New Orleans, Galveston, and Pensacola, according to a recent telegram from Washington to Japanese papers. The surgeon-general has left Washington for a personal inspection of the infected district, according to the report, which says condition are very alarming.

NOTICES.

DAIRY FARM NEWS.

POULTRY

Owing to the high price of imported poultry, our prices for own housefired poultry will be as follows on and after the 8th inst:-

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GENERAL NEWS.

STANDARD DANCES.

The conference of dancing teachers from the principal European countries, which has been meeting in Paris for the purpose of standardising dance steps, is understood to have reached certain decisions on this momentous subject, though only after some friction with the English delegates. There was, in particular, a lengthy debate on the question of the way in which a dancing man should hold his partner in certain modern dances. The "Tchega," a new dance, in which the arms are used more than the legs, was performed before the delegates, and voted a great success.

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Aug. 13	Monteagle	Sept. 13	
Aug. 26	Empress of Russia	Sept. 13	
Sept. 14	Empress of Japan	Oct. 5	
Sept. 23	Empress of Asia	Oct. 11	
Oct. 21	Empress of Russia	Nov. 8	
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Nov. 9	Empress of Japan	Nov. 30	
Nov. 18	Empress of Asia	Dec. 6	
Dec. 15	Empress of Russia	Jan. 3	

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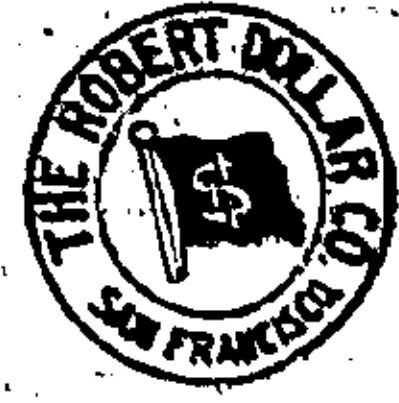
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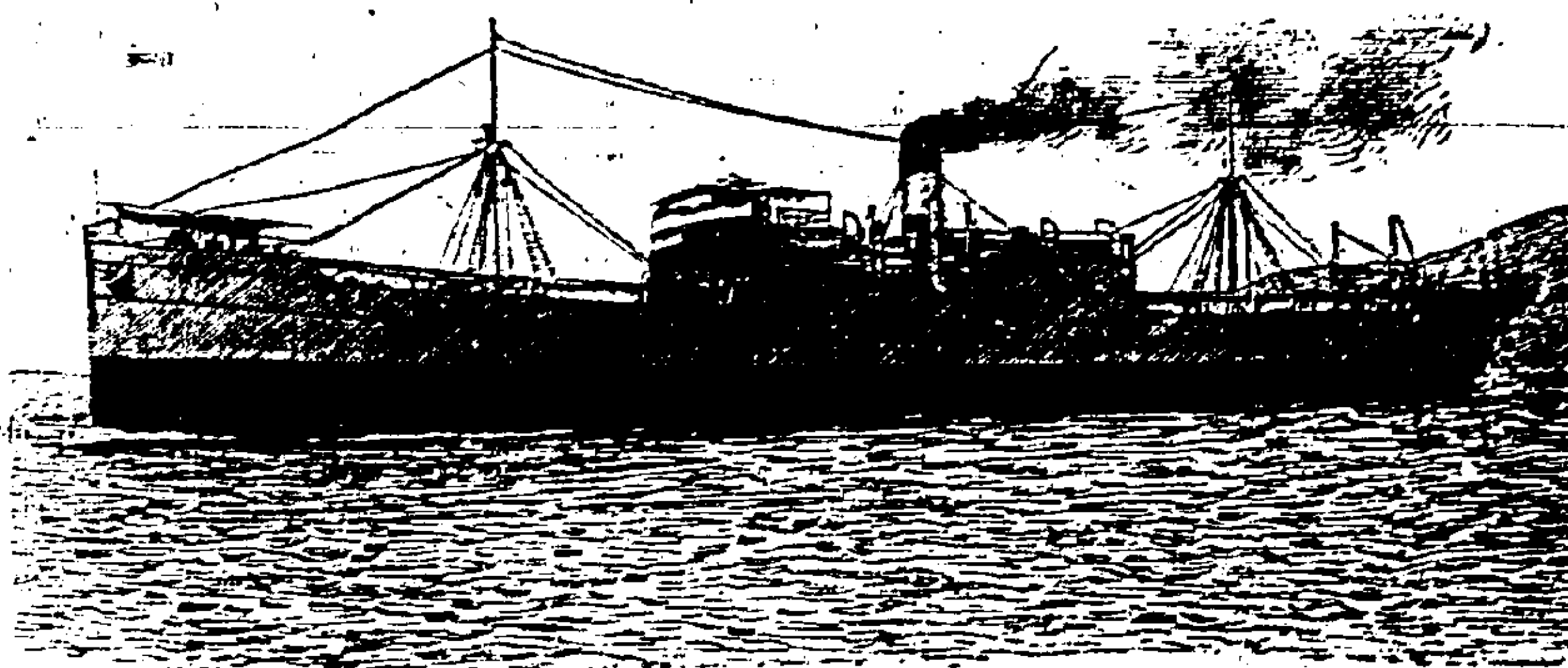
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KAMO MARU (Calling Manila) Tue. 13th July, at noon.
IYO MARU (Calling Manila) Thurs. 19th July, at noon.

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TSUSHIMA MARU (Calling Manila) Sat. 10th July.

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KAWACHI MARU (Calling Manila) Sat. 10th July.

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SHIMO MARU (Calling Manila) Sat. 24th July.

CALCUTTA & RANGOON via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

TATSUNO MARU (Calling Manila) Wed. 28th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU (Calling Manila) Wed. 21st July, at 11 a.m.

TANGO MARU (Calling Manila) Sat. 24th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

TESSHIN MARU (Calling Manila) Sat. 11th July.

AKITA MARU (Calling Manila) Wed. 14th July.

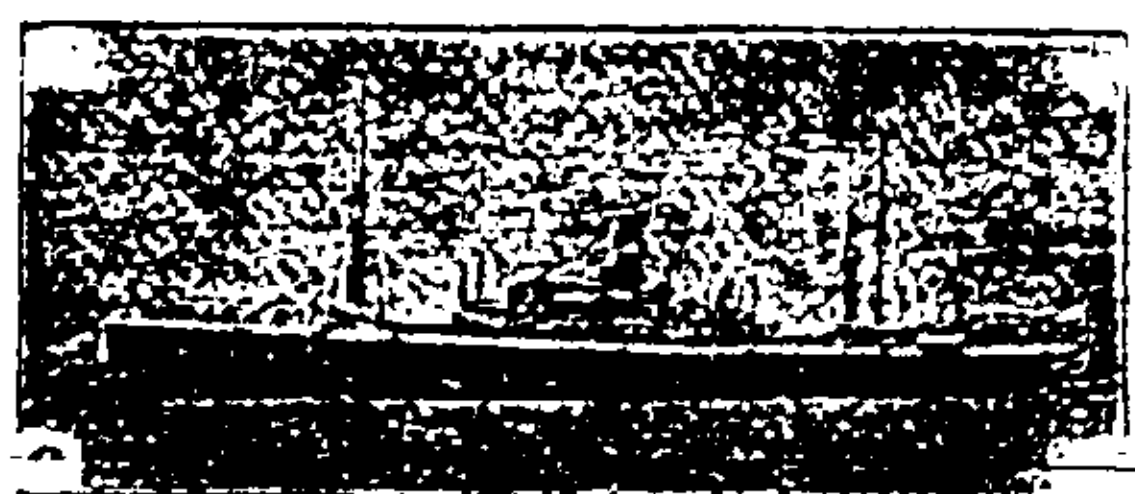
SHIZUOKA MARU (Calling Manila) Sat. 16th July, at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 294.

YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will start on or about	For
Tjimanok	Japan	14th July	17th July	Java.
Tjilalak	Java	16th July	21st July	Yokohama.
Tjilwong	Java	22nd July	29th July	Amoy/Shai.
Tjilaliap	Java	25th July	29th July	Swatow.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lij. L.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALFA MARU" (Call Marseilles) 7th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore. 8th August.

"MEXICO MARU" 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore. Tuesday, 20th July.

"BURMA MARU" Tuesday, 20th July.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service. Sunday, 1st Aug.

"PYKAN MARU" Sunday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOSOKU MARU" Saturday, 17th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago, Milwaukee & St. Paul Railway.

"ARIZONA MARU" Sunday, 11th July.

"MANILA MARU" Tuesday, 20th July.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" Monday, 12th July.

"ALTA MARU" Tuesday, 20th July.

SAN FRANCISCO & NEW ORLEANS.

"CELESTES MARU" Friday, 16th July.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"SIAM MARU" Sunday, 11th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf near the Harbour Office.

"KAMO MARU" Sunday, 11th July.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" Thursday, 15th July.

For sailing dates and further particulars please apply to Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	10th July	15th July
TAIYUAN	10th July	15th July

This steamer is fitted with refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo loaded through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield & Swire.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS.

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON & HAMBURG	"KATHLAMPA"	15th July.
LONDON	"KANSAI"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

or to REISS & CO. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

S.S. "LOWTHER CASTLE"

on or about 27th July.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" on or about 4th August.

S.S. "HUNGARIA" on or about 21st August.

BRINDISI, VENICE & TRIESTE

TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA & DANUBE PORTS VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" on or about 9th August.

S.S. "HUNGARIA" on or about 16th September.

S.S. "HUNGARIA" on or about 12th October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, "SAMARANG" Sailing on or about 13th July.

For JAPAN, S.S. "BORNEO MAPU" Sailing on or about 26th July.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIJUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apoor Lines.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG via Hoihow	Takung	Tues. 13th July at 8 a.m.
STRAITS & Calcutta	Fooksang	Wed. 14th July at 3 p.m.
MANILA	Yuenhang	Fri. 16th July at 3 p.m.

TIENSIN via Swatow and Weihaiwei. Cheongshing Sun. 18th July at 8 light.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "FOOKSANG" will leave for the STRAITS and CALCUTTA on July 14th.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Chenan	10th July at 4 p.m.
HOIHOW & SINGAPORE	Huphe	11th July at 8 p.m.
MANILA, CEBU & ILOILO	Taming	11th July at 3 p.m.
SHANGHAI	Szechuen	12th July at 4 p.m.
AMOY, SHAI & PEKOW	Suyang	13th July at 10 a.m.
SWATOW & BANGKOK	Nagpo	13th July at 11 a.m.
SHANGHAI	Sunning	15th July at 4 p.m.
MANILA, CEBU & ILOILO	Hanyang	15th July at 4 p.m.
WEIHAIWEI	Chefoo	15th July at 4 p.m.
TIENSIN	Kueichow	15th July at 4 p.m.
H'HOW, P'HOI & H'PHONG	Kaifong	16th July at 9 a.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landred in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong July 10, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiching	A. H. Stewart	TUES. 13th July at 2 p.m.
Hailoong	J. S. Thomson	FRI. 16th July at 2 p.m.
Haihong	W. C. Passmore	TUES. 20th July at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to Douglas Lapraik & Co., General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Calcutta Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE (Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

"OFFY OF ORAN"	via Suez	27th July.
"BIRMINGHAM CITY"	via Suez	27th Aug.
"HONGKONG"	via Suez	6th Sept.
"CITY OF DUNKIRK"	via Suez	20th Sept.

Call always at Bested.

Passengers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For Freight and Passage apply to BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG, HONGKONG & CANTON REISS & CO. CANTON.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. TENSHIN M. (Bombay Line) left Bombay for this port via Singapore, on the 21st June, and is expected here on the 10th July.

The N.Y.K. s.s. SHIDZUOKA M. (European Line) left London for this port via Suez on the 3th June, and is expected here on the 13th July.

The N.Y.K. s.s. KAGA M. (European Line) left London for this port via Suez, on the 19th June, and is expected here on the 29th July.

The N.Y.K. s.s. CALCUTTA M. (Bombay Line) left Rotterdam for this port via Suez on the 23rd June, and is expected here on the 11th August.

The N.Y.K. s.s. AKI MARU (Australian Line) left Sydney for this port via Manila on the 1st July, and is expected here on the 20th July.

The N.Y.K. s.s. KAMO M. (European Line) left Kobe for this port via Moji and Shanghai on the 3rd July, and is expected here on the 12th July.

The N.Y.K. s.s. KANAGAWA MARU (Bombay Line) left Bombay for this port via Tuticorin on the 1st July, and is expected here on the 18th July.

The R.M.S. EMPRESS OF ASIA left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 1st July and is due here on or about the 22nd July.

The R.M.S. EMPRESS OF JAPAN arrived at Yokohama on 6th July left there 7th July, and is due at Hongkong on 15th July.

The N.Y.K. s.s. AKITA M. (Bombay Line) left Singapore for this port on the 6th July and is expected here on the 13th July.

The N.Y.K. s.s. YOKOHAMA M. (European Line) left London for this port via Suez on the 3rd July and is expected here on the 12th August.

The s.s. MAGUAN from Seattle and Japan left Manila on the 9th inst. at 3 a.m. for this port and is expected to arrive here on the 12th July at daylight.

The R.M.S. EMPRESS OF JAPAN arrived at Kobe on 8th July, and is due at Nagasaki on 10th July.

The T.K.K. s.s. PERSIA M. arrived at Nagasaki on the 9th instant in accordance with schedule, and will sail on the 10th instant for San Francisco via Kobe, Yokohama and Honolulu.

CHURCH SERVICES.

CHURCH OF ONE DOLLAR.

IS MADE FOR ALL SORTS OF NEEDS.

UNION CHURCH, Sunday, July 11th.

Con

TO-DAY'S PICTURES.



GOVERNOR JAMES M. COX,
the Democratic candidate for the U. S. Presidency.



EUGENE DEBS,

who is undergoing a ten years' sentence for sedition, accepting the Socialist nomination for the U.S. Presidency whilst in prison.



SENATOR WARREN HARDING,
The Republican choice for the U.S. Presidency.



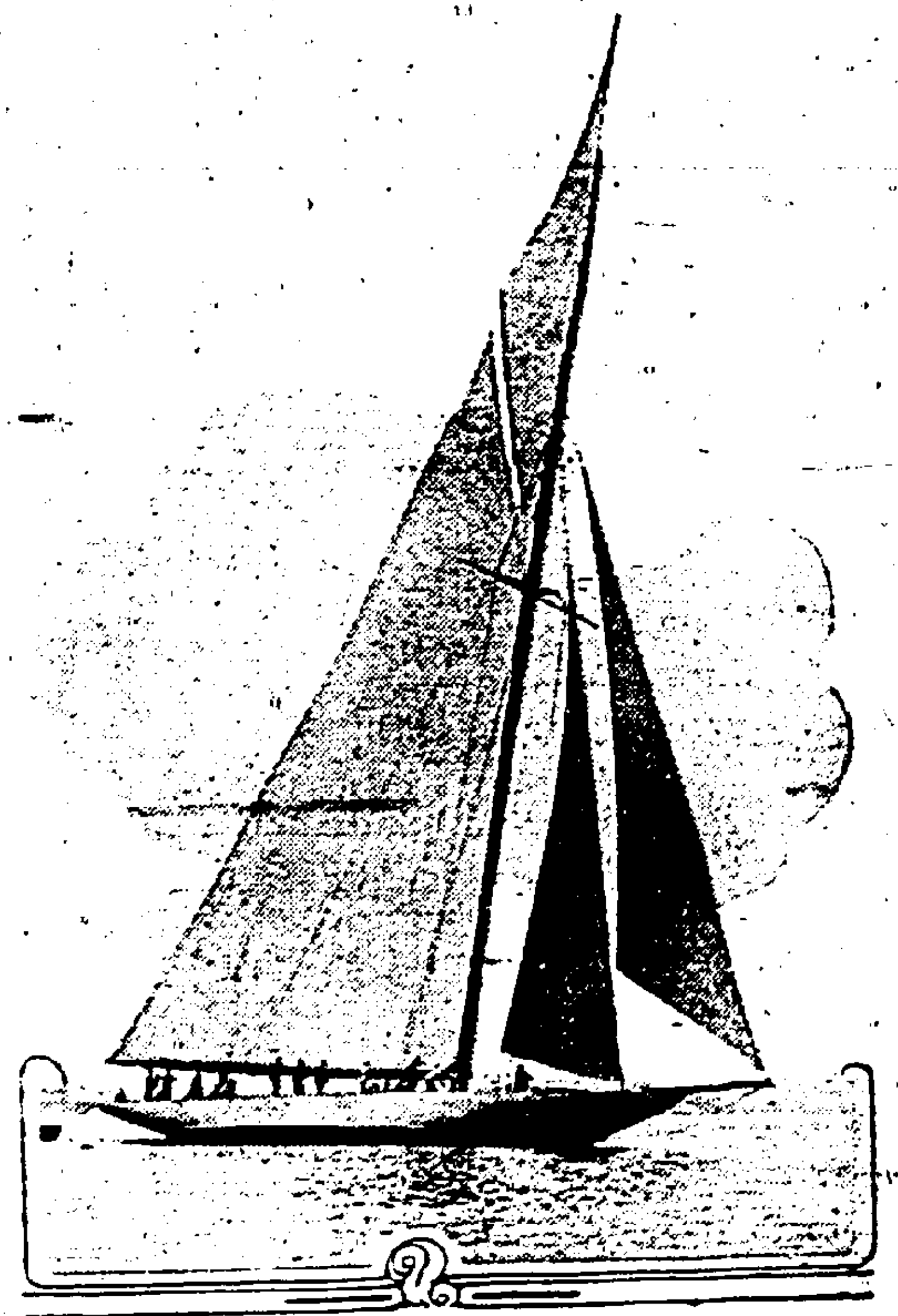
OUR PRINCE.

H. R. H. the Prince of Wales on the shores of Hawaii, wearing a floral garland bestowed on him by Hawaiian maidens.



MISS BESSIE DWYER

of Manila, who proposed Governor General Harrison as candidate at the Democratic Convention.



THE "RESOLUTE."

Here is seen the yacht which is to defend the America Cup against Sir Thomas Lipton's "Shamrock IV."

DOINGS OF THE DUFFS

Opportunity Knocks for Olivia.

BY ALLMAN



PICTORIAL SUPPLEMENT.



Photo: A. Leung.

Lawn bowl players, representing the Colony's various Clubs, photographed at Kowloon Bowling Green Club.



Photo: Mee Cheong.

Group of Confucius School students, taken at the Botanical Gardens.

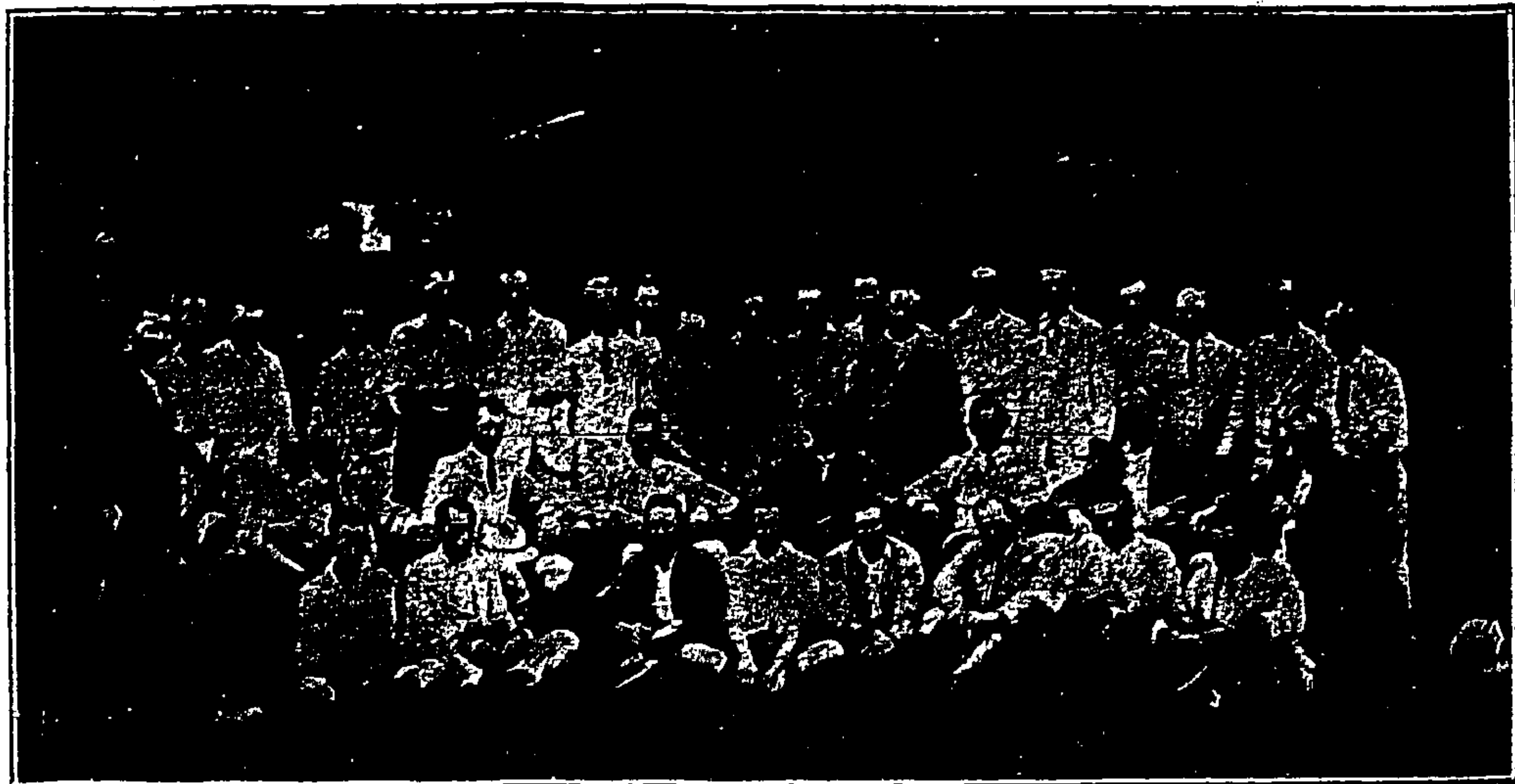
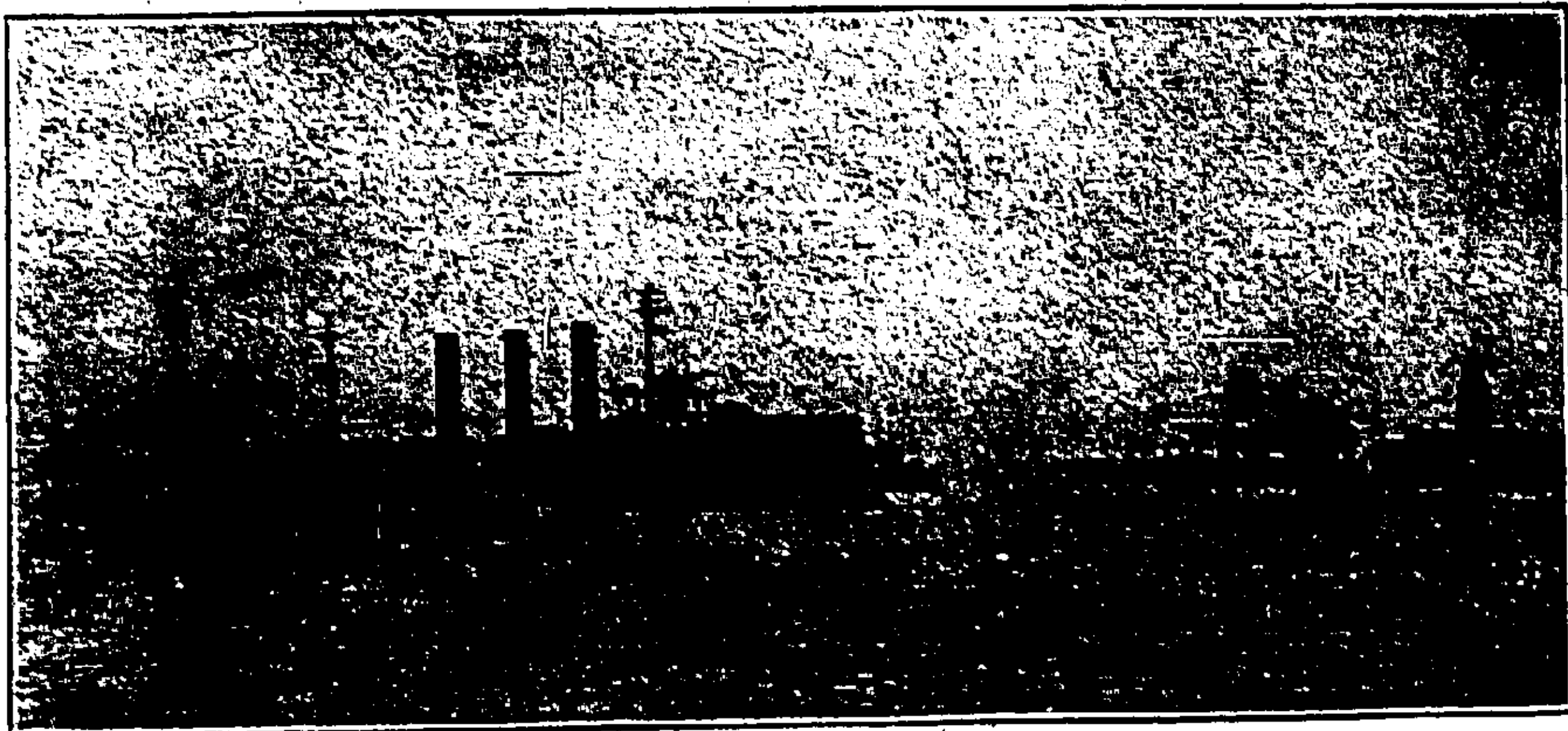


Photo: A. Leung.

Players in the Golf Match between the U.S.R.C. and K.C.C. on Sunday last.



THE PASSING OF H.M.S. "KENT"

On Sunday, July 4th, the famous cruiser, H.M.S. "Kent," stripped of all her guns, mountings, auxiliary machinery and valuable fittings, passed out of the Royal Navy and was towed away from the Naval anchorage in Hongkong Harbour to be broken up. *Sic transit gloria mundi.* Her career has been a glorious one. It was on December 8th, 1914, that the Kent commanded by Captain J. D. Allen, and forming one of the ships of Admiral Sir Doveton Sturdee's Squadron, took part in the battle of the Falkland Islands, which resulted in the destruction of the German Squadron commanded by Admiral Graf Von Spee. The "Kent's" share in the battle was to chase and engage the German cruiser "Nurnberg." Although the "Nurnberg" was a 35-knot ship and the "Kent" only a 21-knot cruiser she worked up to 22 knots, and when her coal gave out kept steam by burning her boats, arm chairs and all available woodwork in the ship's furnaces. By these means she got up to a speed of 24 knots, and caught up the "Nurnberg" and sank her after a stiff fight. Photo shows the "Kent" being towed away to be broken up.



Photo: Tientsin Press.

Scene at the Tientsin Races.



Photo: Tientsin Press.

Finish of Tientsin Derby.

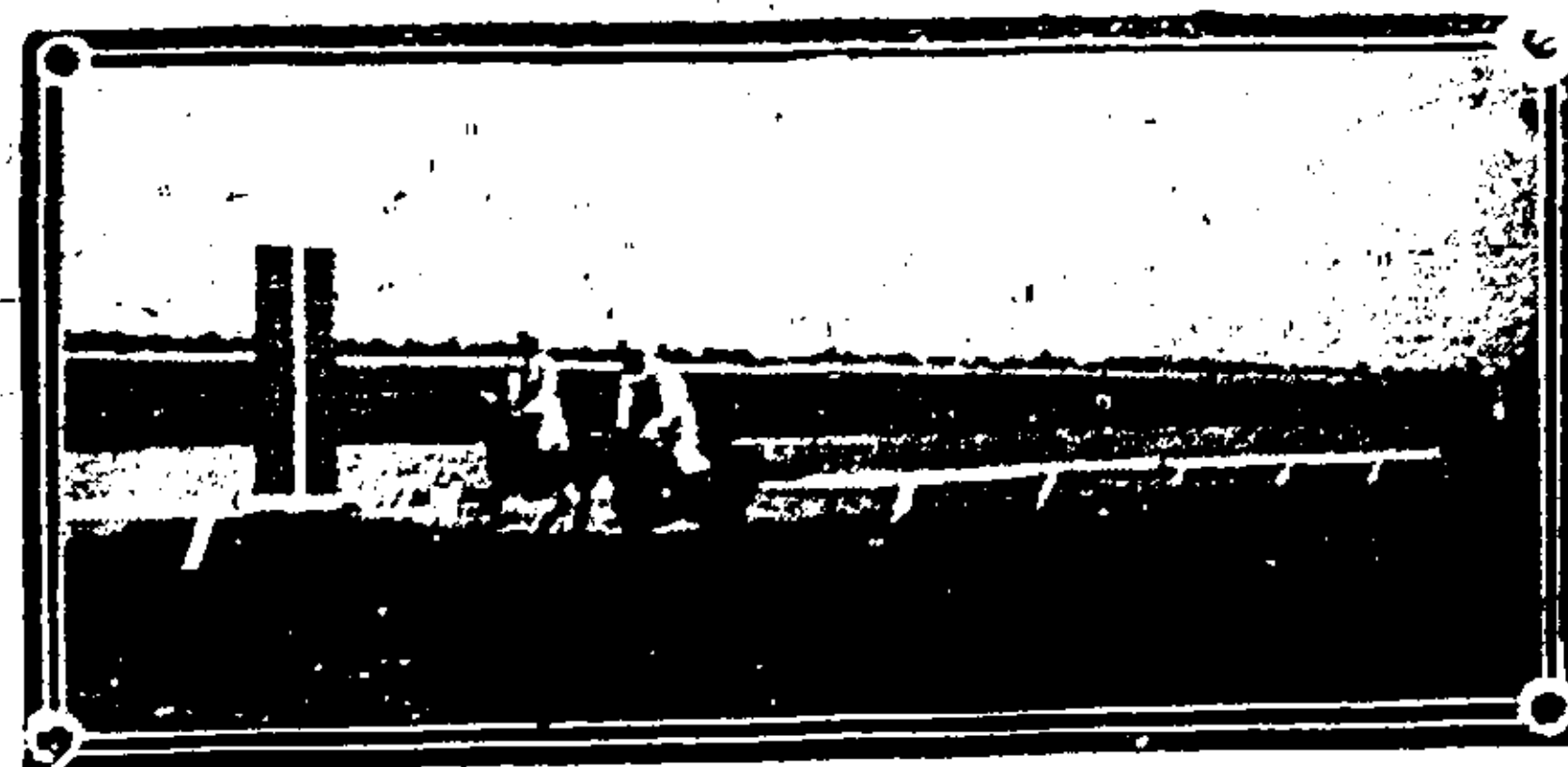


Photo: Tientsin Press.

Finish of Spring Cup, at Tientsin Races.

NOTICES.

AMERICAN EXPRESS COMPANY.

America 1841 Established Europe 1891.

HEAD OFFICE: NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP	GLASGOW	NAPLES
BARCELONA	HAMBURG	NICE
BERLIN	HAVRE	PARIS
BORDEAUX	HONGKONG	PETROGRAD
BREMEN	KOBE	ROTTERDAM
BRUSSELS	LIVERPOOL	ROME
BUENOS AIRES	LONDON	SOUTHAMPTON
CHRISTIANIA	LUCERNE	SHANGHAI
COBLENZ	MANILA	STOCKHOLM
COPENHAGEN	MARSEILLES	TOKYO
GENOA	MONTREAL	VALPARISO
		YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAWSHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers' Cheques, and Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local currency, Pounds Sterling, United States Dollars, Peso, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to
ANTWERP & ROTTERDAM.

S.S. "HASSAYAMPA"

SAILING MIDDLE OF JULY.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINEAGENTS. 5th floor
Hotel Maunsell.
Telephone 2477 & 2478.

EUGENE DEBS.

NOMINATED IN PRISON
FOR PRESIDENCY.

Atlanta, Ga., May 29.—Eugene V. Debs, several times Socialist candidate for the Presidency of the United States and now serving a ten-year term in the Atlanta Federal Penitentiary for violation of the espionage laws of the country, was notified to-day by a committee from the National Socialist Convention that he was again selected by his party as its candidate in the 1920 campaign.

In notifying Debs, James O'Neal said: "Comrade Debs—We have made this journey to formally notify you of your nomination for the Presidency by the Socialist Party. While this nomination is made by the Socialist Party, we also know that hundreds of thousands of workingmen and women and other citizens heartily approve it.

In tendering you this nomination we do it with the knowledge of your unfaltering loyalty to the

masses and your unwavering devotion to the ideals of Socialism. In the struggle of humanity for liberation its advance couriers have often spoken from a felon's cell.

"In the long roll of liberators your name has been added to this glorious list.

"The felon of one age becomes an emancipator in view of posterity. Socrates, Christ, Bruno, Savonarola, Lovejoy and John Brown have trod this path. History will record its judgment of you, dear counsel, as it has of them. In an hour of passion and autocracy you spoke as they spoke. You defended the human mind unchained and the right of ungagged expression of opinion. You incarnate the best ideals and traditions in American history and the hopes of humanity.

"With affection too profound to express in words, in the name of the Socialists of the United States and many thousands of other liberty-loving men and women, we tender this nomination to you."

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Ruetis, from Yokohama.
Petrusche Steamer Africa Cable line 11, from Vladivostok.Annie, from Shanghai.
Walter Houser, Carlton Hotel, from Shanghai.5478, from Shanghai.
Youngkannan Leehing Co., from Shanghai.Yuhung, from Shanghai.
Kwangsinghong, from Amoy.Arthur Nielson Co., from Kobe.
Lee Bros., from Kobe.Chifonghong Wengickai, from Shanghai.
Kwathiangset, from Amoy.

1102, 0030, 3719, 5894, 0050 etc. from Amoy.

R. C. Wilson Sailors Home, from Shanghai.

Shiukee, from Kobe.
Hon. 091, 3596, 3087 etc. from Shanghai.Fathin, Commaught road, from Shanghai.
4135, 3952, 2770, 1420, 5050, 5391 etc. from Amoy.2413, 2006, from Amoy.
Yasuda, from Osaka.N. LUND,
Asst. Superintendent,
Hongkong, July 8, 1920.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

Carman, Kelly, from Manila.
Janin, Care American Consul, from Singapore.Lovely, from Thursday Island.
Trustee, Hongkong Shanghai Bank, Colombo.M. E. F. ABBEY,
Superintendent,
Hongkong, July 8, 1920.

WATER RETURN.

Level and Storage of water in Reservoirs on July 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

Station	Level
City	100.00
Hill	100.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Storage
City	100.00
Hill	100.00

KOWLOON WATERWORKS LEVEL.

Station	Level
Kowloon	100.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Storage
Kowloon	100.00

W. CHATHAM

Water Authority

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 11, Gracechurch Street, London, E.C. 4.

Authorized Capital: £1,000,000
Subscribed Capital: £1,000,000
Paid Up Capital: £1,000,000
Reserve Fund: £1,000,000The Bank of England
The London Joint City & Midland Bank, Ltd.

Branches: Bombay, Calcutta, Ceylon, Hongkong, India, Japan, Madras, Malacca, Penang, Rangoon, Singapore, Siam, Yokohama.

HONGKONG BRANCH: Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumC. L. SANDER,
Managing Director.

THE BANK OF EAST ASIA LTD.

Head Office: No. 2, Queen's Road Central.

Paid up Capital: \$2,000,000.00

Directors: Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip.

Chief Manager: Mr. K. T. Yip.

Asst. Manager: Mr. K. T. Yip.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumJ. USING-LY,
Hongkong, 7th July, 1919.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 1, Queen's Road Central.

Paid up Capital: \$2,000,000.00

Directors: Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip.

Chief Manager: Mr. K. T. Yip.

Asst. Manager: Mr. K. T. Yip.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumJ. USING-LY,
Hongkong, 7th July, 1919.

PEAK TRAMWAYS CO., LTD.

Head Office: 1, Queen's Road Central.

Paid up Capital: \$2,000,000.00

Directors: Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip.

Chief Manager: Mr. K. T. Yip.

Asst. Manager: Mr. K. T. Yip.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumJ. USING-LY,
Hongkong, 7th July, 1919.

MARTIN'S APIOL & STEEL PILLS

Head Office: 1, Queen's Road Central.

Paid up Capital: \$2,000,000.00

Directors: Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip.

Chief Manager: Mr. K. T. Yip.

Asst. Manager: Mr. K. T. Yip.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumJ. USING-LY,
Hongkong, 7th July, 1919.

BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK

Capital \$4,000,000.

Surplus \$1,100,000.

Head Office, New York U.S.A.

BRANCHES

SHANGHAI TIENTSIN MANILA
PEKING HANKOW CANTON
CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association
and Guaranty Trust Company
of New York Travelers Cheques,
sold by us, payable throughout
the world.D. M. BIGGAR,
Hongkong Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital: \$50,000,000.00
Paid up Capital: \$12,279,800.00
Reserve Funds: \$1,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21 Commaught Road Central

Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers—The National Provincial and Union Bank of England, Ltd.

New York Bankers—Irring Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumTSUYEE PEI
Manager.

THE BANK OF EAST ASIA LTD.

Head Office: No. 2, Queen's Road Central.

Paid up Capital: \$2,000,000.00

Reserve Fund: 200,000.00

Directors: Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip.

Chief Manager: Mr. K. T. Yip.

Asst. Manager: Mr. K. T. Yip.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumJ. USING-LY,
Hongkong, 7th July, 1919.

THE CHINESE MERCHANTS BANK, LTD.

Head Office: 1, Queen's Road Central.

Paid up Capital: \$2,000,000.00

Reserve Fund: 200,000.00

Directors: Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip.

Chief Manager: Mr. K. T. Yip.

Asst. Manager: Mr. K. T. Yip.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumJ. USING-LY,
Hongkong, 7th July, 1919.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital: \$15,000,000
Reserve Funds: \$1,500,000Sterling: \$1,500,000
Silver: \$1,500,000
Reserve Funds: \$1,500,000

Head Office: 1, Queen's Road Central.

Branches: Shanghai, Tientsin, Hankow, Peking, Canton, Hongkong, etc.

All Descriptions of banking business transacted.

Interest allowed on Current, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

N. J. STABB,
Chief Manager.

HONGKONG SAVINGS BANK

Head Office: 1, Queen's Road Central.

Paid up Capital: \$1,000,000.00

Reserve Funds: \$1,000,000.00

Directors: Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip.

Chief Manager: Mr. K. T. Yip.

Asst. Manager: Mr. K. T. Yip.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumJ. USING-LY,
Hongkong, 7th July, 1919.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Head Office: 1, Queen's Road Central.

Paid up Capital: \$1,000,000.00

Reserve Funds: \$1,000,000.00

Directors: Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip.

Chief Manager: Mr. K. T. Yip.

Asst. Manager: Mr. K. T. Yip.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumJ. USING-LY,
Hongkong, 7th July, 1919.

BANK OF CANTON LIMITED.

Head Office: 1, Queen's Road Central.

Paid up Capital: \$1,000,000.00

Reserve Funds: \$1,000,000.00

Directors: Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip.

Chief Manager: Mr. K. T. Yip.

Asst. Manager: Mr. K. T. Yip.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumJ. USING-LY,
Hongkong, 7th July, 1919.

THE YOKOHAMA SPECIE BANK LTD

Head Office: 1, Queen's Road Central.

Paid up Capital: \$1,000,000.00

Reserve Funds: \$1,000,000.00

Directors: Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip.

Chief Manager: Mr. K. T. Yip.

Asst. Manager: Mr. K. T. Yip.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumJ. USING-LY,
Hongkong, 7th July, 1919.

INTERNATIONAL BANKING CORPORATION.

Head Office: 1, Queen's Road Central.

Paid up Capital: \$1,000,000.00

Reserve Funds: \$1,000,000.00

Directors: Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip, Mr. K. T. Yip.

Chief Manager: Mr. K. T. Yip.

Asst. Manager: Mr. K. T. Yip.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumJ. USING-LY,
Hongkong, 7th July, 1919.

